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A HISTORY

of

KELLEY'S ISLAND, OHIO

by

NORMAN E. HILLS

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A history of Kelley's
Island, Ohio

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of

KELLEY'S ISLAND, OHIO

By

NORMAN E. HILLS

Republished by
The Kelleys Island Historical Association
1987

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ERRATA

In Preface—Captain C. W. Woodford should be Captain C. H. Woodford.

Page 29, third line from the bottom— Wm. Edridge should be Wm. Eldridge.

Page 33, 8th paragraph fourth line—Mrs. Datus Kelley should be Datus Kelley.

Page 50, 8th paragraph last line "The Island During the Civil War" should read "The Island's Military History page 52."

Page 85, the 7th paragraph, third line—W. K. Holbrook should be M. K. Holbrook.

ADDENDUM

We gratefully add to the list of those who have assisted the Author with information, data and illustrations, the names of Mrs. Angeline Kelley, Mrs. Titus Hamilton and Mr. James Self.

Since this history went to the press we have learned that Professor Arnold Sheely now of Michigan State College at Lansing, Mich., has been honored by the National Artists League by being chosen as one of America's one hundred best artists and has been given a scholarship entitling him to study in Europe. His College has granted him a furlough to enable him to take advantage of this opportunity. He is generally considered to excel in painting Marine scenes.

The map showing the Original Connecticut Land Company proprietors was found among the papers of General Simon Perkins at Warren, Ohio. It is now in the possession of the Western Reserve Historical Society, Cleveland, Ohio. The reproduction shown in this history is from a photograph of the original map. It was given to the writer by Mr. W. H. Cathcart.

PREFACE

In presenting this little history of this remarkable community known as Kelley's Island, I am aware that the accuracy of my statements will be challenged by some. To them I have only to say that my authority for all statements of fact is based on government records, the Journal Islander, private correspondence, old account books, diaries and records of both private and public nature.

The seventeen volumes of that remarkable journal, the Islander, have been read and re-read for items of historical interest.

I have consulted many old inhabitants, but I regret to say that much that I learned from them has had to be greatly modified when documentary evidence was consulted to vertify their statements.

County records at Norwalk, Port Clinton and Sandusky have been searched for dates, etc.

I do not claim infallibility, but I do claim that for every fact set forth I can produce my authority. I claim indulgence for omissions.

Biographical sketches have been intentionally omitted for obvious reasons.

I very gratefully acknowledge the kind assistance rendered me by Mr. Wm. H. Cathcart, President of the Western Reserve Historical Society; Rev. J. E. Maerder, pastor of St. Michael's Church, Kelley's Island; Mr. F. W. Kuhl and Mr. C. A. McMorris, of the Kelley's Island Lime and Transport Company; William D. Kelley II., Mr. Arnold F. Elfers, Miss Hazel Hamilton, Mr. Frank Hamilton, Mr. G. A. Kelley, Hon. J. T. Beggs, Mr. John Cameron, Captain C. W. Woodford and my wife, Jennie Bristol Hills.

Without their co-operation in furnishing documents, anecdotes, dates and encouragement, this history would never have been written.

NORMAN E. HILLS.

Toledo, June, 1925.

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STEAMBOAT DOCK

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A HISTORY OF KELLEY'S ISLAND, OHIO

Introductory

The interesting and valuable possession of the United States, known as Kelley's Island, lies one and one-half miles south of the International boundary line which separates the United States from Canada, and is not only the northern boundary line of the State of Ohio, but also of the township of Kelley's Island.

The line passes through a group or archipelago of islands that lies in the western part of Lake Erie.

The latitude of Kelley's Island is 41 degrees 35 minutes North and 82 degrees 42 minutes West.

The best known island in this group is Put-in-Bay, made famous in the United States by Commodore Perry, who won the Battle of Lake Erie near that island in 1813 and retired to the shelter of its bay, after the engagement, to bury the dead and repair his fleet.

Kelley's Island is about eight miles from Put-in-Bay Island in a southeasterly direction, and is about nine miles northwest in a direct line from the foot of Columbus Street in Sandusky, Ohio, although the distance by steamboat channel is twelve miles.

The nearest main land is the Marblehead peninsula. The little town of Marblehead is due south of the island, separated from it by a channel about three and one-half miles wide. West of Marblehead is Lakeside, the well-known summer resort, and "Chatauqua," which is only four miles from the island.

Cedar Point, at the entrance of Sandusky Bay, is eight miles away. The steamboat that serves the islands during the navigation season stops at Kelley's Island as it passes on its trips between Sandusky and Put-in-Bay.

Steamboats that ply between Detroit and Cedar Point and Sandusky usually pass the island through the South passage, as the channel south of the island is called. Those from Cleveland to Detroit take the North passage between Kelley's Island and Point au Pelè Island. The latter is in Canadian waters, and so, too, is little "Middle" Island, which is about half way between the two larger islands. "Pelee," as the Canadian Island is generally called, is the largest island in the Archipelago. It is almost due north of Kelley's Island and eight miles from it.

If the reader is not familiar with the geography of this part of Lake Erie, he should study the map of it, to fix the locations well in his mind, for there will be many references to them in the following pages. It will help him to understand more fully the adventures and episodes described. As an example, the long swim of Jake Hay and his drift for 50 miles in Lake Erie in a canoe. The wreck of the steamer George Dunbar and the heroic rescue by some island men of the survivors. The capture of the "Island Queen" by rebel raiders during the Civil War. And others.

The island has been celebrated since very early days for the excellent black bass fishing to be had along its shores.

In more recent years, its vineyards and wine cellars have made the island famous.

The rich limestone soil and the even temperature have produced grapes of a quality rarely equalled elsewhere either in flavor or in sweetness.

The superior quality of the limestone of Kelley's Island has long been recognized, and since the small beginnings of almost one hundred years ago there has been excavated an enormous quantity of stone which has been shipped to all parts of the country.

Today, the wine cellars are closed, and most of the grapes are shipped away.

Only a comparatively small portion is converted into unfermented grape juice on the Island.

There are many things about the Island to interest the visitor and to please the sojourner.

It has the most remarkable glacial grooves found in America.

Its quarries, besides their commercial value, are constantly yielding fossils of great interest and value to the scientist. Almost every day produces something of the kind. Then, too, many interesting fossils can be found in the stones used in the many walls or fences and also in the pebbles and rocks along the beach.

Besides these, are the relics of the Indians, who formerly lived on the island. Even now, the plow turns up an occasional Indian pipe or arrow head, and there are several great rocks bearing inscriptions and other evidences of Indian work upon them to be seen on the Island shores. It will repay anyone to explore them.

The botanist will find the Island unusually rich in rare flowers.

The summer visitor, who comes for rest and recreation, will find in North Bay a beautiful, soft, smooth sand beach on which he and his family may play and bathe. He may wade out for hundreds of feet in water from two to four feet deep. It is a picturesque shore, with its white crescent of sand stretching away to the east and gradually curving northward, with a background of lovely trees overhanging and shading it.

Long Point sends out its rocky promontory fully a mile into blue Lake Erie and affords a sheltering arm for the bay from the easterly winds.

Long Point itself is a beauty spot. It is a narrow and long point of rocks overgrown with great trees, and it extends for a mile into the water. The west shore of Long Point is high and craggy, the east shore slopes gradually into the water.

One can sit on these great rocks and drop a line into the water below and make a catch of black bass in the season. Many a fine bass has been taken there. Summer fishing is sometimes surprisingly good.

The roads on the island are smooth and solid, admirably suited for automobile traffic. There are a good many autos owned on the island, and this number is augmented by those taken to it in summer by the summer visitors.

Beautiful cottages line the shore and some very large and capacious private residences are to be found on the island, some of which can be rented for the season. There are also a number of semi-private cottages and hotels where summer guests are accommodated.

A number of islanders who left it to seek their fortunes elsewhere return to it year after year for a few weeks' rest in summer. They occupy their old homes, or cottages they have recently constructed.

Besides the vineyardists and orchardists, there are a number of farmers who take pride in raising fine Jersey cattle, and there are two good-sized herds of jersey cows on the Island, besides many singly owned.

The richest of jersey milk and cream and the most delicious butter is always obtainable on this fortunate isle.

Living on the Island is like living on a great immovable boat which can neither rock nor sink. In the summer time it is a delightful experience to live there. One can fish, row, bathe, go auto riding and make excursions to the various places of interest, from the cavernous old wine cellars to the quarries. He can also botanize, and collect curiosities, or just sit in the shade and let the cool breezes fan him.

The views of the distant shores are constantly changing with the various lights of morning, noon and night. At night, the lights of Cedar Point and Lakeside and the flash of the lighthouse at Marblehead gleam across the water and beautify the scene.

But sunsets at Kelley's Island, especially as seen from Long Point, or the north or west shore, are never to be forgotten. The great Perry Monument standing on

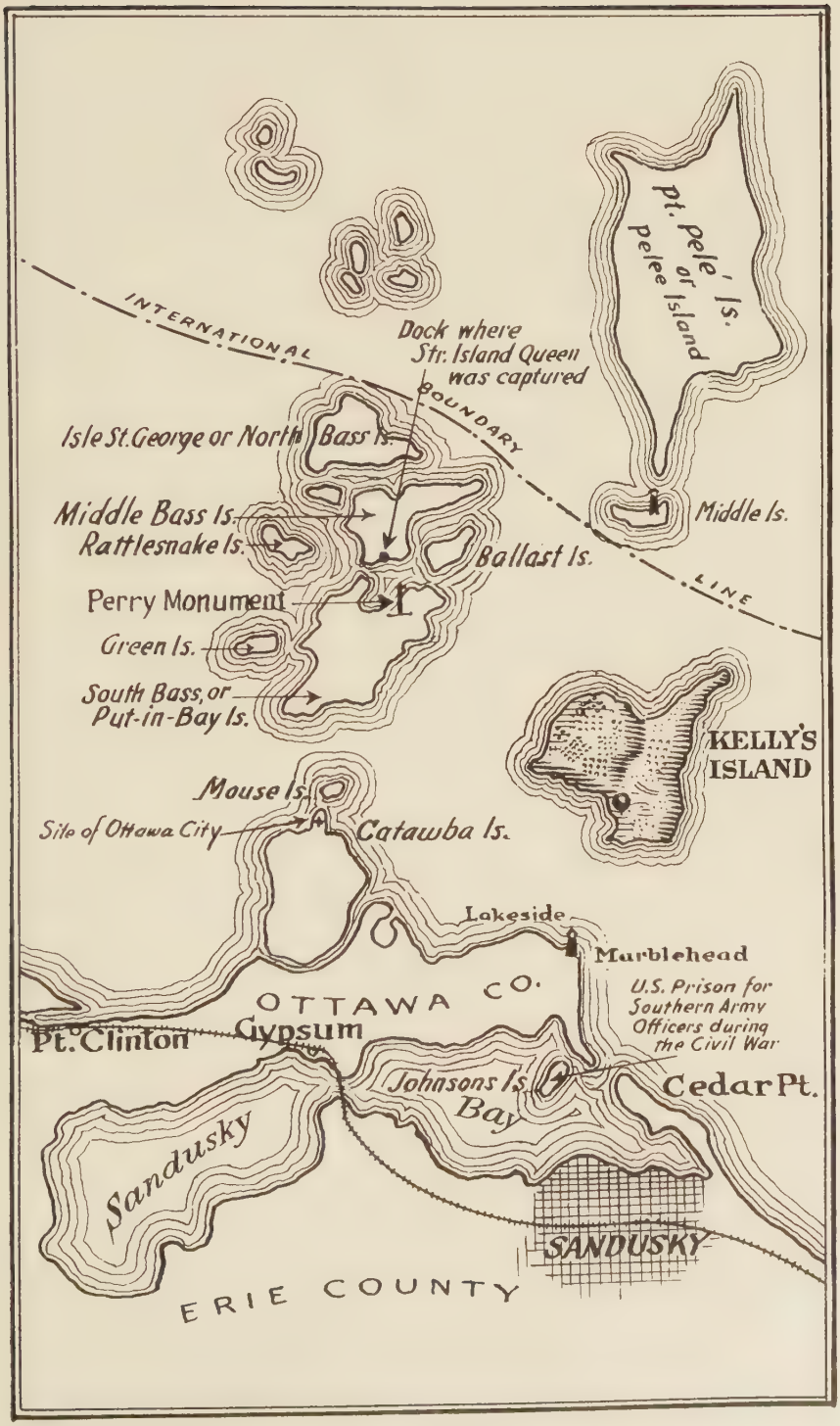
Put-in-Bay is silhouetted against the golden west. The Bass Islands lie dark and soft beneath the glowing sky, and the great red sun sinks to rest seemingly in the waters of the Lake.

If one is not a nature lover, perhaps he will be interested in watching the steamboat Chippewa come and go on her daily trips, and in seeing who arrives and departs on her. The steamboat dock is a favorite resort for both islander and visitor at such times.

Then, too, the arival of the great steam barges, the ten thousand ton freighters coming for stone, is an interesting sight.

It is also interesting to see the stone conveyed from quarry to ship by the great conveying belt and the other mechanical contrivances.

Perhaps one of the most eagerly looked for events is the passage of the hydroplanes on their daily trips between Detroit and Cleveland. The route usually taken is along the south shore of the island and sometimes directly over the southwestern part of it. Occasionally one alights in the water near the shore to let off a passenger who wishes to stop at the Island.



Map of Archipelago

CHAPTER 1.

INDIAN OCCUPATION

Many years before the white man commenced to occupy the country about the shores of Lake Erie, the island was the home of at least two Indian villages. It is not certain that the villages were contemporaneous, nor to what nation they belonged.

The village sites were indicated by low earth works or embankments beginning and ending at the south shore of the island and extending backward in a semi-circle so as to embrace about seven acres in one and four and one-half acres in the other.

When discovered, they were overgrown with heavy timber. The trees were perhaps two hundreds years old, possibly much older. We know that the early white settlers made clearings for themselves by cutting down large trees that grew on the old Indian village sites.

Some have thought that the villages were occupied by members of the Erie or Cat Indian nation, that was destroyed by the Mohawks about 1655; but this date is not certain; it may have been much earlier. We know that the Eries formerly lived on the shores of Lake Erie, and, as the islands are easily accessible, no doubt the Eries occupied them. There have been found on the island a large number and variety of Indian stone utensils, such as corn grinding mortars and pestles, spear and arrow heads, pipes, hammers, skinning knives, and the like.

The smaller village occupied a site just west of a pond near the south shore of the island. On the shore, close to the village, and but a few hundred feet west of its western embankment, is a curiously carved limestone rock. Its flat top, 32 feet long and 21 feet wide, is covered with figures and lines that have been cut into it. The engravings were shallow when first discovered by Mr. Charles Olmsted of Connecticut, who was visiting the island in 1834, a few months after the Kelley brothers had purchased it. The report of his discovery reached Government authorities at Washington, who were interested in preserving the records of the Indians, and in consequence Captain Eastman of the United States Army was detailed to make copies of it and also a map or drawing of the island, showing the Indian village sites and the several mounds found on the island. These drawings were included in the United States Government publication of 1853, a large volume prepared under the direction of the celebrated Schoolcraft, whose Indian collections and records of Indian customs is the most complete ever compiled.

Mr. Schoolcraft pronounced the inscriptions found on this rock to be the finest samples of Indian pictograph work that he had seen.

There is a small size plaster-of-paris replica of this rock in the museum of the Western Reserve Historical Society at Cleveland, Ohio.

The Indian markings on the rock have now been almost obliterated. The destruction has been caused by weathering and by the feet of countless thousands of persons who have visited the rock since its discovery. Some have even been so foolish as to carve their own insignificant initials deep into the face of the rock. The Indian carvings can, however, still be traced by the patient investigator.

It is just behind the Dew-Drop-Inn, which is built on the bank of the island just above the shore. The rock is also sheltered by the Koster Wine Company dock, which is just west of it.

The rock is on the beach, with its outer end overhanging the water. When first discovered, its inner end was partially buried in the soil of the bank above it. Within thirty years after its discovery, the bank had been washed away so much as to leave a space between it and the rock of about twenty-five feet, the distance is about the same now.

The larger village site is almost a mile west of the smaller village, and it also

was facing the southern shore of the island. All traces of it have long since disappeared.

There is another sculptured rock on the island. It is located on the shore of the north bay, close to the southwest bend or curve of the bay. It has two crude figures carved upon it. As they are upside down, it is presumed that the rock has been upset from its original position. Unlike the large limestone rock on the southern shore, this rock is of granite.

There are other curious rocks on the island shores. Some of these rocks have circular depressions in them about the size and shape of dishes. It is thought that these depressions were made by Indians in sharpening their stone implements.

Other rocks along the shore are marked in long strirations or parallel shallow grooves, giving the rock a fluted appearance. These grooves were made by the ice, but these sink into insignificance when compared to the gigantic grooves uncovered near the north shore, by men working for the quarry company.

These are said to be the most remarkable glacial grooves to be found in America.

Similar grooves may be traced in the walls of the nearby quarry, but these were made long prior to the first mentioned, and they have been filled in with lime deposit which has hardened into stone. The first mentioned grooves are at least fifty feet above the latter, and of a different geological period.

The limestone of Kelley's Island, south of Sweet Valley, is full of fossils, while the limestone of Put-in-Bay, Catawba and the other islands has few of them, but, on the other hand, contains many lime crystals and caves, none of which are found on Kelley's Island.

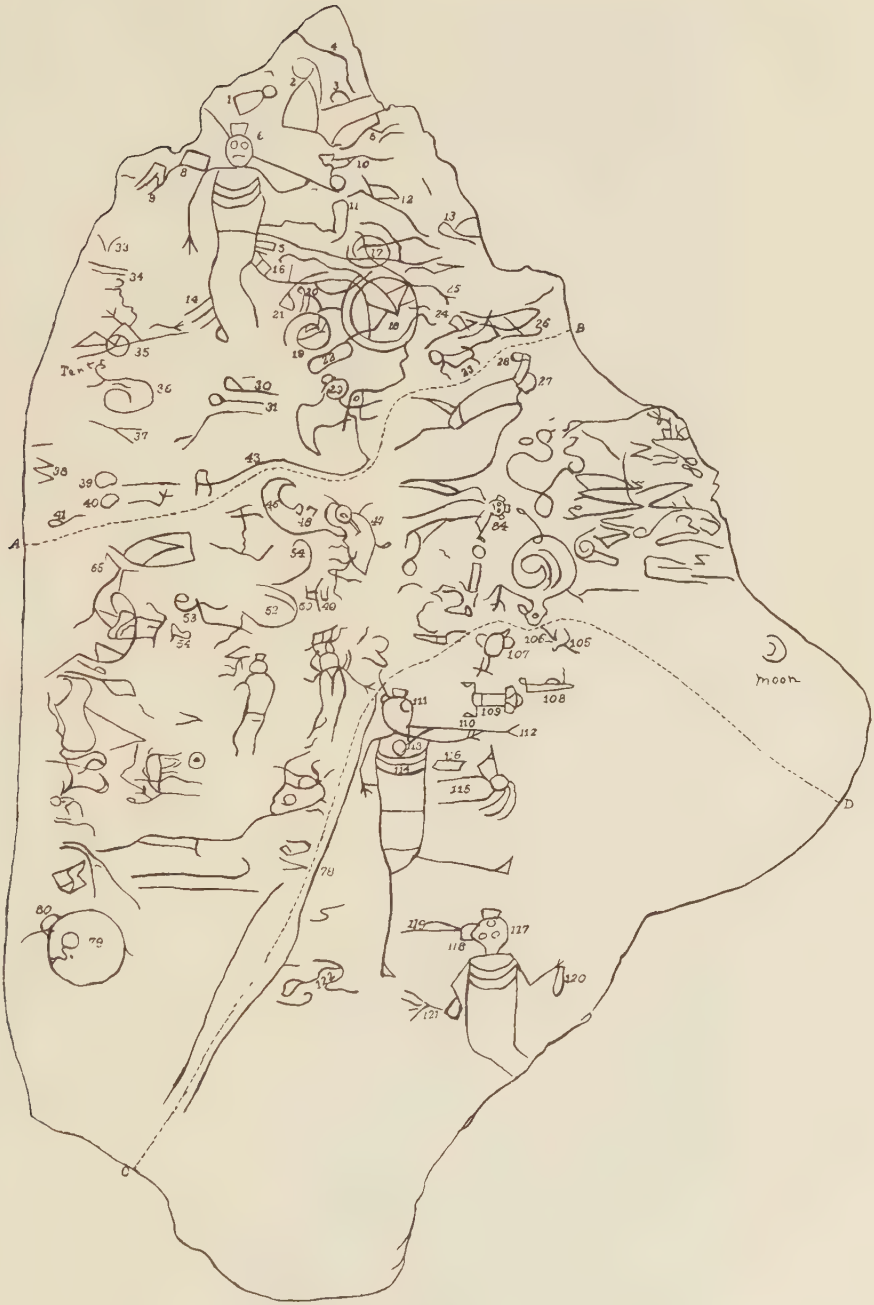
The great glacial groove described above is at the north end of Division Street. Division Street rises gradually as one proceeds north to the ridge where stands the Estes High School, and then dips down into and crosses Sweet Valley, which extends across the Island in a northeasterly direction beginning at West Bay and ending at North Bay.

Long after the island was purchased by D. and I. Kelley, there were two ponds on it. One of about thirty acres in extent just south of the north bay, and separated from it by a beach about one hundred feet wide. The other about the same size, already mentioned, located just north of the beautiful little cove which lies west of the Inscription Rock.

They were both at one time a part of the bays, from which they have been separated by the throwing up of the beach. It is highly probable that at the time these ponds were parts of the bays, that the level of the water in Lake Erie was several feet higher than it is at present. At that time, it is probable that the Sweet Valley was the bed of a water channel cutting the present island in two. On the other hand, there was also a time when the water in the lake was much lower than it now is, and then the island was much larger, and its shore, especially its southern shore, extended several hundred feet further south than at present. This assumption is sustained by well-known geological facts and also by the fact that when the wind blows furiously for many days from the southwest, that a large area of the flat rocky bottom of the south bay, many acres in extent, is laid bare, so that the islanders have occasionally been able to walk out on it to the deep channel half a mile out. This flat rock bottom was undoubtedly at one time covered with about thirty feet of soil, which has since been washed away.

For many years after the coming of the Kelleys the south shore extended much further out than it does at present. There was a flat at the mouth of the Tiber River (the island's only stream) so large as to have been utilized as a ship yard in 1834, which has since been washed away. Sea walls have been built since then, to protect the south bank from further inroads by the water.

The northern and western shores are better enabled to resist the erosion of water and ice, because for the most part they consist of solid limestone ledges rising from ten to twenty-five feet above the water.



The Indian Inscriptions on Table Rock as traced in 1850.

Inscription Rock in 1925. Also showing Jake Hay's House.

The east shore is low and is subject to the attack of ice which slides up over the gradually sloping smooth rock and digs into the soil beyond the beach. This only happens when a furious northeast storm drives the ice fields down upon the island. Not many years ago such a storm occurred and drove great sheets of ice several hundred feet inland and destroyed a cottage and other buildings along the shore that were too near the water for safety.

No one who has not seen it can realize the tremendous power of a great body of ice when it is driven by a storm. The crashing and rending is tremendous, as sheet after sheet rises one above another, sliding up and over the crest, to fall shattered into a million glittering fragments, which are in turn covered by the oncoming and seemingly irresistible body of ice extending perhaps fifty miles in length, shoved ashore by the wind and its own momentum.

Originally, the island was covered by a dense forest. On the thin soil of the limestone ridges cedar trees grew in abundance and of large size. On the deeper soil, such as in the Sweet Valley, grew large oak and elm trees. On higher and dryer land were an abundance of shag-bark hickory trees. The nuts of these trees and of the acorns afforded excellent "mast" for the hogs that the early settlers brought to the island.

The first settlers also found sugar maple trees on the island and made maple syrup and sugar.

Wild flowers grew and still grow there in profusion, and in greater variety than is found anywhere in America in so small an area. The little island almost equals all England in the number of its varieties of certain forms of vegetation.

In early days the island was infested with rattlesnakes, but in that respect it was rivalled by the abundance of these reptiles found in rocky land everywhere in America. This is owing to two causes. The rocky crevices afford a comparatively safe harbor of refuge for them, but the principal reason for their abundance is owing to the veneration in which they were held by the Indian. The rattlesnake was sacred to them, and still is sacred among many western tribes. However, the hogs found them good to eat, and helped to clear the island of them. Later, some of the early settlers made a business of catching them and selling the larger ones to museums and circuses. The others were shipped to certain concerns, who extracted oil from them, which they sold as a cure for rheumatism. In this way, the island was finally rid of rattlesnakes.

No wild four-footed animals except wild hogs, muskrats and rabbits were found on the island by the Kelleys, probably because the earlier hunters had cleared them out. The hogs were really dangerous, and inflicted serious wounds with their long tushes on the dogs that hunted them.

The muskrats were killed off by the white hunters in the early days. Such as might have escaped them were made homeless by the draining of both the ponds. One of which, the south pond, has since been allowed to fill again with water.

In the winter of 1845-6 a lone wolf crossed the ice to the island and killed many sheep. When the ice broke up, so he could not escape from the island, a hunting party of twenty men was organized, and he was shot and wounded by Mr. J. Harris and then clubbed to death by another man of the party.

The island was the bird hunter's paradise—wood-cock in the swampy edges of the ponds, wild duck and geese on the ponds and bays, snipe along the shore, plover in the meadows. Wild turkey, partridge and quail in the woods and fields. Quail were so abundant and tame that they fed with the chickens; and, most interesting of all, there was a pigeon roost in the woods on the island where countless millions of the now extinct passenger pigeon came annually. There is many an islander living in 1925 who has seen the sun darkened by them in their flight.

One or more pairs of eagles have nested on the island since the memory of man and their nests are very interesting sights. The eagles are great fishermen and in winter will sit at a crack in the ice all day, catching fish.

CHAPTER 2.

THE CONNECTICUT LAND CO. PROPRIETORS

Few localities have had so many designations or been a part of so many political divisions as Kelley's Island.

In common with all surrounding territory, it passed from the French to the English in the early colonial days. It was made a part of the Province of Quebec by act of Parliament, 1774.

It was part of the land granted in 1662 by King Charles II. to the Colony of Connecticut, and by virtue of this act it was part of a section of 500,000 acres granted by Connecticut in 1792 to those of its citizens who had suffered losses by the burning of their homes when the British fleet raided the coast of Connecticut in 1779.

However, this land had been previously granted or given away by a treaty held at Fort McIntosh January 1st, 1785, to Wyandotte, Delaware, Chippeway and Ottawa Indians and confirmed by the Treaty of Greenville in 1794 to the Miami Indians and their allies. The treaty made the Cuyahoga River the western boundary of the United States. To make matters more complicated, it was also claimed by the British, who until Jay's treaty was signed in 1794, claimed sovereignty over all the southern shore of Lake Erie, which naturally included the islands.

Until September, 1799, the Ohio country was but a part of the Northwest Territory under the government of William H. Harrison, its Secretary. On September 24th, 1799, the country was organized into a State by Governor St. Clair, and 29th of November, 1802, a constitution was adopted and signed by convention; and by this act Ohio became one of the States of the Federal Union, and the Island became a part of Ohio.

In 1805 by the treaty at Fort Industry (now Toledo, Ohio), the Indians relinquished their claims to the land west of the Cuyahoga River.

In 1809 Huron County was formed, and organized in 1815. It originally constituted the whole of the "Firelands."

The historian Howe says: "Huron was the French name for the Wyandot Indians," who occupied much of that territory.

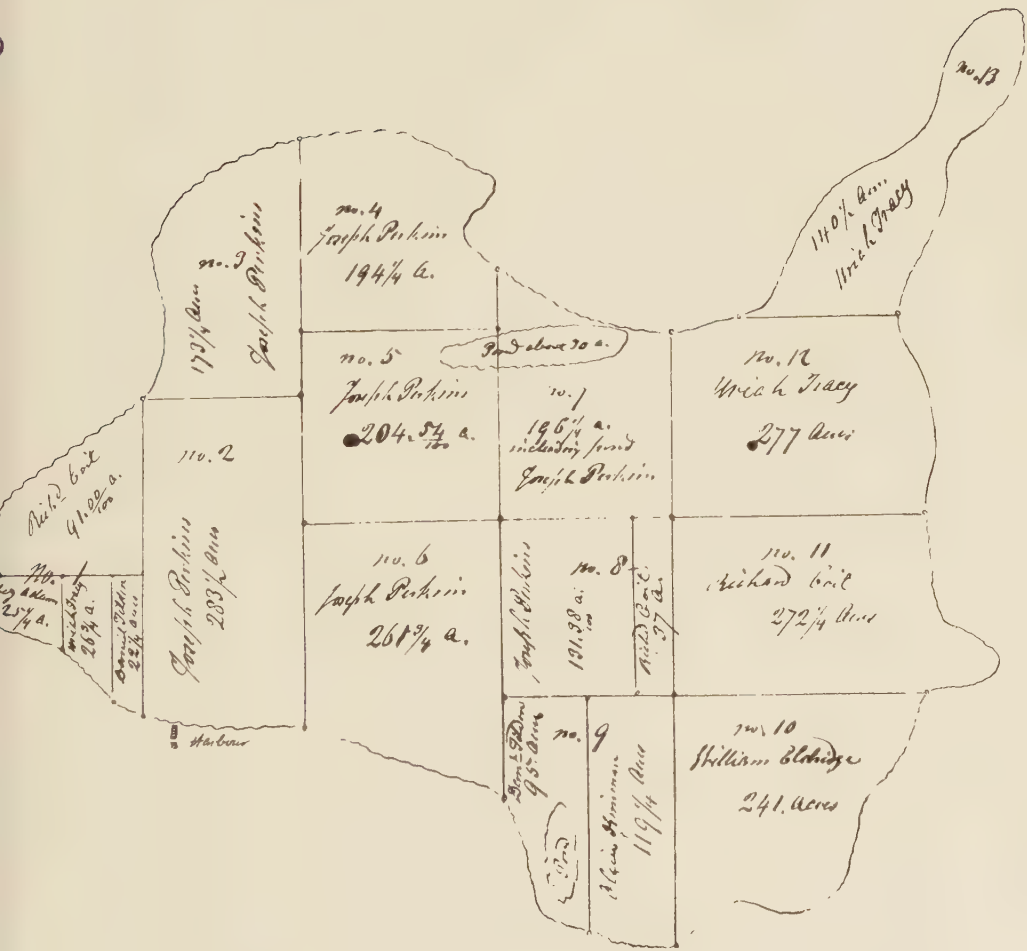
After the treaty at Fort Industry, the Firelands and that part of the "Reserve" lying west of the Cuyahoga River were surveyed. The first survey was made in 1807. It is assumed that the islands were surveyed at that time and a chart made of their location.

At any rate, the Island was designated as Island Number Six in the survey. A controversy arose between the land company and the Firelands people, which resulted in all of the islands reverting to the Connecticut Land Company about 1817.

From 1815 to 1837, the Island was a part of Danbury Township, Huron County, Ohio. From 1837 to 1840 it was a part of Erie County, Danbury Township. From March 6th, 1840, to December 31st, 1845, it was a part of Ottawa County as Kelley's Island Township. On January 1st, 1846, the township of Kelley's Island was transferred to Erie County. On July 27th, 1887, the village of Kelley's Island was incorporated, including the township in its corporate limits, which extends north to the International Boundary Line.

When the State of Connecticut ceded its western lands to the Federal Government it retained the area since known as the Western Reserve.. Part of this, con-

Map of Cunningham Island in Lake Erie
belonging to Huron County Ohio



sisting originally of five hundred thousand acres in the western part of this reserve, was called the Firelands, as has been said. The remainder was sold to the Connecticut Land Company in 1794.

In the year 1796 the Company sent out its first surveying party, and one of this party was Joshua Stow, of Middletown, Conn., a shareholder in the company. He was brother to Jemima, the wife of Judge Daniel Kelley, also of Middletown, but who moved in 1798 with his family to Lowville, N. Y., where he and his brother-in-law, Silas Stow, settled. Daniel Kelley had five sons, and when they were approaching manhood, their Uncle Joshua persuaded them to try their fortunes in the Western Reserve.

The first to emigrate were Datus and his wife and her brother, Chester Dean, and Joseph Renolds Kelley, a younger brother. They were soon followed by Alfred, Irad and Thomas, in the order named, and then by their father and mother. All settled in Cleveland except Datus, and Chester Dean. Datus bought a farm just west of Rocky River on the shore of Lake Erie, about twelve miles west of Cleveland.

Alfred settled at Cleveland and started to practice law, but soon was sent to Columbus General Assembly to represent his district, and eventually moved to Columbus to reside. He was a State Senator for many years.

Irad bought a farm near Green Springs, Ohio, in 1812, which he left at the time the Indians raided Cold Creek, or Castalia, Ohio, just after Hull's surrender of Detroit. Fugitives filled with panic brought the news as they passed and he unhitched the horse with which he was plowing and rode to Cleveland. He then returned to Lowville and enlisted in General Brown's army. He served three months. His company was stationed at Ogdensburg.

He became restless at the inaction, hired a substitute and returned to Cleveland, where he commenced the erection of a brick store building, the first of its kind in Cleveland. It was completed in 1814.

He went to New York and purchased a stock of merchandise, which he brought to Cleveland from Buffalo in a small sail boat in April, 1814. He made the voyage alone, and letters written by his father to his brother Alfred indicated much anxiety for his safety.

Irad continued to sail his little ship, called the Merchant, for a few years, and carried freight, mostly salt and pork, from Cleveland to Detroit. He also carried passengers back and forth. In making these trips he probably took shelter occasionally in the bays of the islands and became familiar with its forests of cedar.

At first, the islands were so lightly esteemed that little attention was paid to them, but after the stockholders of the land company had drawn lots for their lands, it was found that some of them were entitled to more land than was available. The islands then were looked upon with an appreciative eye, and after considerable controversy it was decided that they should be a part of the Connecticut Land Company's holdings, and that the shore line of Lake Erie was the northern limit of Firelands.

Island No. 6, or Cunningham Island, therefore, was divided into thirteen lots of unequal size and given as compensating land to those who were short on the original drawing or allotment.

In the year 1817 Judge Jabes Wright resurveyed the island, ran the lines, drove the stakes, and set up the markers to indicate the exact location of each owner's property. The original proprietors and their holdings were as follows:

Original Proprietors—	Lot No.	Acres.	
John McClellan, of Woodstock, Conn.	1	9.	
Jabes Adams, Mansfield, Conn.	1	25.25	
Uriah Tracy, Norwich, Conn.	1	26.75	
Daniel Tilden, Lebannon, Conn.	1	22.25	
Richard Coit, Winchester, Conn.	1	91.	
Total acres in Lot No. 1			174.25
Joseph Perkins, Norwich, Conn.	2	283.50	
" " " "	3	173.25	
" " " "	4	194.25	
" " " "	5	204.54	
" " " "	6	261.75	
" " " "	7	196.25	
" " " " west part	8	131.38	
Total holdings of Joseph Perkins			1,444.92
Richard Coit, Winchester, Conn. east part	8	37.	
Daniel Tilden, Lebannon, Conn. Pond and west part	9	95.	
Oliver Kinsman east part	9	119.25	
William Eldridge	10	241.	
Richard Coit	11	272.25	
Uriah Tracy	12	277.	
Uriah Tracy	13	140.50	
Total holdings of others			1,182.00
Total acreage			2,801.17

Richard Coit's holdings:

91. acres in lot No. 1
37. acres in lot No. 8
272.25 acres in lot No. 11

400.25 acres

Uriah Tracy's holdings:

26.75 acres in lot No. 1
277. acres in lot No. 12
140.50 acres in lot No. 13 (Long Point)

444.25

CHAPTER 3.

WHITE INHABITANTS BEFORE 1833

The first white man who is known to have lived on the island for any length of time was Cunningham. A map of the Ohio country was published about the year 1800, five years before the Firelands survey of Mr. Ruggles. This map shows the islands. Our island is marked Cunningham's in it. It must therefore follow that Cunningham had lived on it before 1800. There are conflicting stories told of him. Some say that he and Bebo and Pochile, who joined him on the island in 1810, were attacked by Indians in 1812 and Cunningham was wounded. The three escaped to the mainland about the time of the Indian raid of the south shore of Lake Erie after Hull's surrender of Detroit.

Little is known of the later adventures of these men. Some say that Cunningham died of his wounds soon after. Others thought that he and the others joined General Harrison's army and served as scouts.

Mr. D. K. Huntington who lived on Kelley's Island for many years, but moved to North Olmsted, Ohio, says that there was a descendant of Cunningham living in Olmsted Township in 1924, and that many of Cunningham's descendants died during one of the cholera plagues which swept the country in early days.

Cunningham's body is said to be buried close to the road leading from Rocky River to Elyria at a spot near the present Home for Aged Welch People.

But to return to Kelley's Island. Bebo made a small clearing near the West Bay and built a cabin facing the west. This clearing was afterwards utilized by Commodore Perry's lookouts.

Pochile cleared a space on the south shore of the island on the site afterward occupied by Wm. S. Webb's home. This spot was a little west of the largest of ancient Indian villages. Mr. George C. Huntington's home was located about in the center of the latter.

While Commodore Perry was preparing to attack the British fleet before the memorable Battle of Lake Erie, which occurred on the 11th of September, 1813, his fleet was anchored in the shelter of the south bay of the island. While there, it received supplies of provisions which were brought from the mainland. Recruits of soldiers and sailors were also received there.

General Harrison, in charge of all the Army of the Northwest at that time, and his staff officers Cass and McArthur visited Commodore Perry there. It is highly pobable that all of these distinguished men landed on the island while there, and if so, as General Harrison afterward became President of the United States, of America, he is so far as is known the only President of our country who has set foot on the island.

When the fleet sailed away, a little company of men were left encamped near the shore of West Bay. They had a sailboat and their duty was to report to General Harrison any movements of the British fleet they might observe. There is a possibility that they built the little dock which is shown on a map of the island found among General Perkin's papers.

In very recent years, the site of their encampment was unearthed by workmen who were excavating and removing the top soil, preparatory to quarrying the stone beneath.

They found some old tent stakes, and nearby the bones of several human skeletons and also some old army uniform buttons and a few musket barrels bearing the date of 1812.

These relics have been taken in charge by the Cleveland Historical Association.

The first that we are sure were on the island after the war of 1812 were a man by the name of Killiam and his family, and at least two men, named Barnum and Grummetts. They engaged in cutting firewood, which they sold to the steamboat Walk-in-the-Water that stopped there for fuel on its trips between Buffalo and Detroit. This steamboat was the first that ever plied the waters of Lake Erie. It began to run in 1818.

As there was no dock for her to land at, the wood was taken out to her in boats.

Killiam cleared several acres of land near the south shore of the island east of Division road, which connects the south and north shores of the island and divided lot six into two parts. He built his cabin in the clearing made by Pochille, which was a half mile or so west of his slashing.

It is therefore unlikely that he built or even used the little dock referred to as being probably built by Commodore Perry's men, because it was a mile west of his slashing, and therefore far too distant, in the absence of any road, to be of service to him.

He must have contented himself with drawing his boats upon the beach.

The steamer Walk-in-the-Water at first called at Sandusky City and perhaps Venice. This was soon abandoned and a ferry was established by Captain Coit, who ran a little sail boat between the island and these ports, carrying passengers and freight.

The Walk-in-the-Water called about once a week each way. Unfortunately, she was wrecked in 1820, and Killiam and Coit moved away from the island soon after, as their occupation went with the wrecking of the ship.

From 1820 to 1826, Barnum and Grummets, who had been employed by Killiam previously, came to the island to cut wood, which they appropriated and sold. Barnum built a cabin on the point which projects from the east shore of the island, and until after this land was bought by Mr. J. E. Woodford the place was called Barnum's Point; latterly known as Woodford's Point.

In 1826, Barnum killed Grummets while they were the sole occupants of the island. From a letter dated Norwalk, O., November 2, 1835, written by Datus to Irad Kelley, we learn that Barnum was not brought to trial until November, 1835, for Datus Kelley said: "Barnum is here in jail. I expect he will be acted on two days hence, when done I shall return home" (to Rockport).

From other sources, we learn that Barnum set up a plea of self-defense and was acquitted. It thus appears that Barnum was not brought to trial until nine years after the event.

In 1827 Elisha Ellis and wife and Sam Beardsley and wife were the only inhabitants.

Mrs. Beardsley died in February, 1827, and was buried on the shore of the island.

In 1828 Henry Ellithorp went to the island to raise livestock. In this year two nieces of Mrs. Ellis were visiting her and were taken sick. Miss Kellogg died on the island and was buried near Mrs. Beardsley.

Miss Brooks was taken to Sandusky, where she also died.

During 1828 and 1829 Mr. and Mrs. Ellis, Mr. Ellithorpe and Frank Saunders, who worked for Ellis, were the only inhabitants. In 1829 Mr. Ira B. Henderson and family were temporarily on the island. During the winter of 1829-30, the only inhabitants were Mr. and Mrs. Ellis, Henry Ellithorpe and E. T. Smith, known as "Tinker" Smith.

In 1830, Nicholas Haskins, wife and eight or nine children settled near Kelley Pond on the site known as the "Old Burying Ground." Luther Ludd, wife and four children also settled on the island in 1830 and built a house on the larger Indian village site, and Goodwin moved into Killiam's cabin. In December, 1830,

Ellithorpe married Elizabeth Neale in Sandusky and crossed to the island on the ice in a sleigh with his bride. He also took across six head of cattle. He built his cabin near the southeast shore on Lot 10.

On October 6th, 1832, Cyrus Ellithorpe, the first white child, was born on the island.

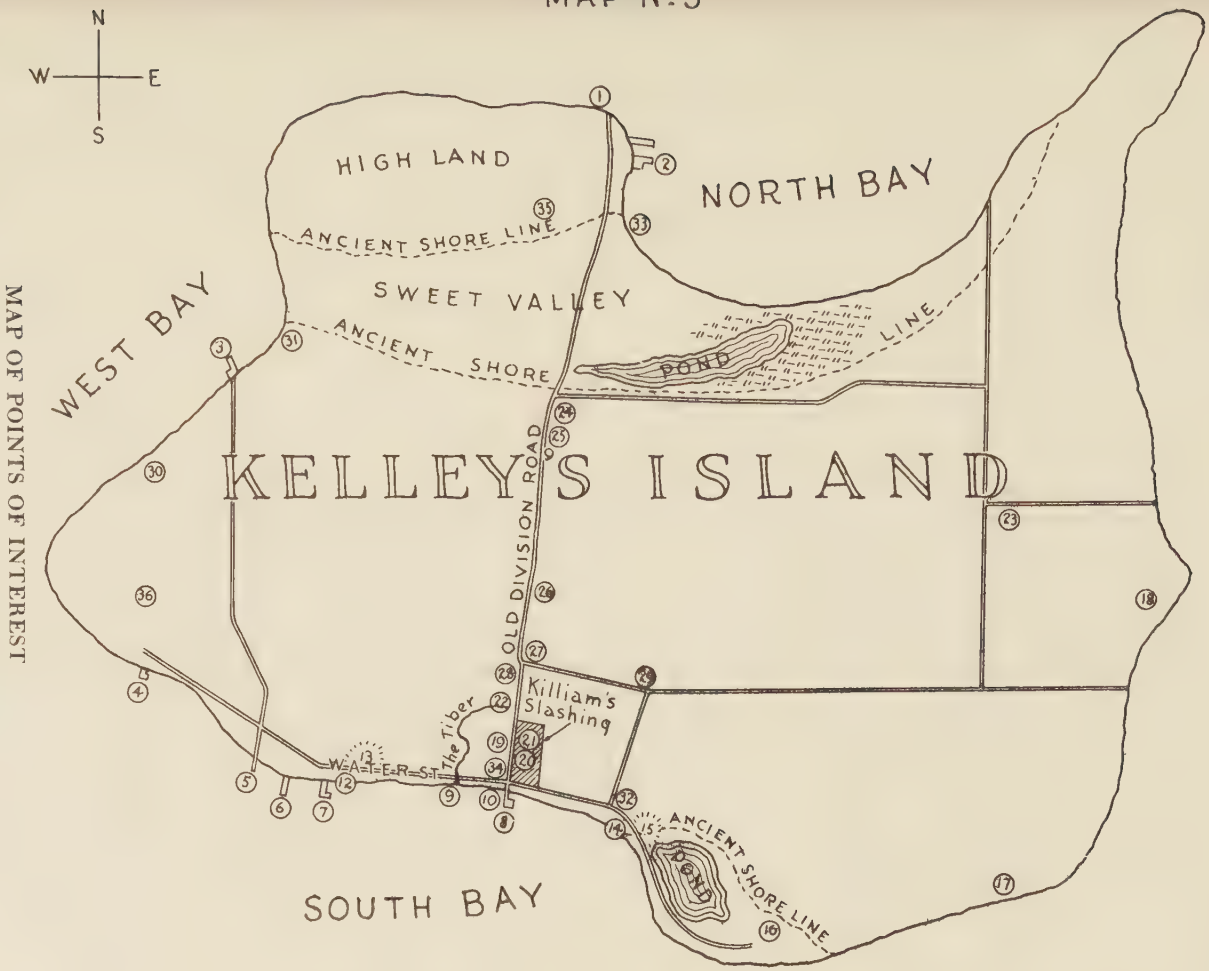
In 1833 Benjamin A. Napier arrived on the island with his family and five or six men. It is said that he had previously in 1832 gone to the island and warned the inhabitants that they were trespassing on his property. He had been ejected from South Bass or Put-in-Bay Island, where he had previously lived. He moved into the house formerly occupied by Ellis, who had moved in with Goodwin. Napier appropriated some of the livestock owned by Ellis and others.

It is not known now upon what he based his claims, but he is reported to have been a violent man of gigantic size who attempted to maintain his supposed rights by force.

KEY TO MAP

1. Site of Old Stone Dock built before 1833. The first quarry was nearby.
2. Docks built by Calkins & Company in 1872.
3. West Bay Dock begun about 1840 by John Titus the pioneer.
4. Carpenter's dock begun by Horace Kelley about 1839. Also called the Wine Co. dock.
5. The Upper dock started about 1850 by W. S. Webb, sold to G. W. Kelley 1854. This is the Site of the Harbor 1812.
6. The Middle dock started about 1855 by W. S. Webb, sold to F. and N. Kelley 1865.
7. The Railroad or Ell dock started by Geo. C. Huntington 1854 sold to F. and N. Kelley in 1865.
8. The Steamboat dock on site of the Wood dock started in 1833-34 by Datus Kelley.
9. The site of the first shipyard where was built the scow Argus.
10. The site of the shipyard where the Island Queen was built.
11.
12. The site of the shipyard where the Number One was built.
13. The largest Indian Village site. Cabins were built here by Poschil, 1810; Ludd, 1830; Killiam, 1818, and homes by G. C. Huntington and others after 1850
14. Location of Inscription Rock.
15. Ancient Indian Village site and burying ground; also site of Haskins cabin 1836.
16. Site of Ellis's Cabin, which was afterward in 1833 appropriated by Napier.
17. Site of Ellithorp's Cabin where Cyrus the first white child was born.
18. Site of Barnum's Cabin and Barnum's Point.
19. Location of Datus Kelley's first Island Home enlarged by George W. Kelley, now owned by Mrs. E. Hamilton (Nee Laura Kelley).
20. Site of Old Island House, now public park.
21. Location of Kelley's Hall.
22. Location of Old Stone School House built about 1853.
23. Site of District School No. 2.
24. Location of Estes High School.
25. Site of first High School Building.
26. Location of the German Reformed Church.
27. Location of the German Evangelical Church.
28. Location of the First Congregational Church.
29. Location of St. Michael's Church and site of the first church edifice on the Island.
30 Site of Bebo's Clearing 1810-12; also of Gen. Harrison's Lookout Camp unearthed in 1913.
31. Site of Camp Cattanach.
32. Location of Addison Kelley's Mansion built 1864-65.
33. Location of Granite Rock having figures carved on it.
34. Location of the "Store on the Corner" where the "Lodge" met.
35. Location of the Great Glacial Grooves.
36. Location of the Kelley's Island Wine Company's cellars.

MAP No. 3



MAP OF POINTS OF INTEREST

CHAPTER 4.

THE KELLEY BROTHERS BUY THE ISLAND

The Honorable John W. Allen of Cleveland, Ohio, who represented General Perkins, who was the agent of the Connecticut Land Company, had been at Norwalk, Ohio, in an unsuccessful effort to sell a portion of Cunningham Island to Mr. Burr Higgins and Captain Juda Ransom of Sandusky.

On his return to Cleveland he broached the subject to Irad Kelley.

Irad considered the proposition favorably and immediately went to visit his brother Datus, who still lived on his farm on the shore of Lake Erie west of Rocky River, and the two brothers visited the island on the 12th of July, 1833, to inspect it.

It is probable that they interviewed Ellis, Clemons and others on the island, regarding their tenancy, and found that they made no claims of ownership and welcomed the coming of such responsible men as the Kelleys were, and urged them to purchase the property and eject Napier, who had been conducting himself in a high-handed manner.

The first purchase was the 1,444.92-acre holding of Joseph Perkins. It was for $2,167.38, or $1.50 per acre, in the form of a land contract dated August 20th, 1833. It provided for the payment to be made in four equal yearly installments; but Datus afterwards gave notes to Charles A. Olmsted of Connecticut for the even sum of $2,000.00.

Irad gave Datus proper security for his share of the indebtedness.

From the foregoing seemingly contradictory records, which appear upon the record book of Erie County, we assume that the sale made to the brothers by General Perkins as Attorney for the heirs of Joseph Perkins, was not altogether satisfactory to them and that Mr. Olmsted was sent out west to make a different arrangement. He visited Datus at his home in Rockport, where these notes were signed. He visited the island also and it was at that time he discovered the so-called "Inscription Rock."

Another case of apparent repudiation of General Perkins' action is that of the Uriah Tracey heirs, who gave a mortgage on their island lots to Jonathan G. W. Trumbull in 1838, almost two years after General Perkins had sold the property to the Kelley brothers.

The deeds for the Joseph Perkins property on the island were not given to D. and I. Kelley until May 17th, 1842. At that time, the heirs petitioned the court for permission to execute the contract made previously, by "making and delivering a good and sufficient deed dated back to September 23rd, 1836." The petition says, "The said Datus and Irad Kelley stood ready to pay all residue not heretofore paid." It was so ordered by the court.

It was after this date that D. and I. Kelley gave their deeds to such as had previously acquired land from them on contracts, that was located in lots formerly owned by Joseph Perkins.

They got deeds in 1833 and 1834 for 580 acres, for which they paid cash, and in 1835 they bought 240 acres of Wm. Edridge for cash; the Uriah Tracey property, 444 acres, was acquired in 1836.

The records of the transactions are as follows:

Aug. 20, 1833, from Gen. S. Perkins, Attorney for Joseph Perkins,	1,444.92 acres at	$1.50	$2,167.38
Sept. 9, 1833, from George Swift (heir of Oliver Kinsman),	119.25 acres at	1.60	200.00
Aug. 21, 1833, from Jabes Adams,	25.25 acres at	3.21	94.18
Sept. 18, 1833, from Richard Coit,	309.25 acres at	1.61	500.00
Feb. 17, 1834, from Daniel Tilden's heirs,	117.25 acres at	1.68	200.00
Sept. 3, 1834, from John McClellan,	9. acres at	5.00	45.00
Aug. 12, 1835, from Wm. Eldridge,	241. acres at	2.50	602.50
Aug. 31, 1836, from Uriah Tracy heirs (by Gen. Simon Perkins, Atty.),	444. acres at	1.50	666.00
Totals	2,709.92 acres		$4,475.06

This accounts for all the acreage except 91 acres in lot No. 1 owned by Richard Coit, which was acquired later.

After concluding the first or original purchase, Irad Kelley went to New York City, leaving Datus to look after the management of the island. While in New York, Irad made purchases for his store in Cleveland and furniture and furnishings for his new mansion on Euclid Avenue in Cleveland, which was being completed in 1833 and to which he moved his family in 1834.

But he did not forget the island, and while in New York he wrote to his wife as follows:

"I wish Datus to send some stone to Cleveland that will answer for tombstones, and some blocks that will answer for building. Also for fireplaces and jambs and mantletree pieces. I will send you a plan for a monument for Father (Daniel Kelley had died at Cleveland in 1832) by Madison Kelley, who leaves here on Saturday next."

(A Madison Kelley settled in Erie County near Sandusky at about that time. He is probably the same person mentioned in Irad's letter, perhaps a cousin.)

Datus spent a good share of the fall of 1833 on the island, and when he left, late in the fall, he put Mr. Luther Dodge in temporary charge of the work of cutting steamboat wood, and getting out timbers for the dock that was to be built at the foot of Division Street.

A double log cabin was erected for the accommodation of the single men employed on the island, and a Mrs. Knowlton took charge of it as a boarding house for them. In all likelihood, this house also accommodated Julius and Addison as well as Datus Kelley when they first went to the island, besides transients such as Irad and others. The house was located on the land now used as a park, overlooking the south channel. It was the island's first hotel.

During 1834, Julius Kelley, second son of Datus, was in charge of affairs on the island in his father's absence.

Irad Kelley visited the island in February, 1834, on his return from Detroit, where he had gone to make a sale of stone, and to buy up some claims against the island. He also obtained a relinquishment of a contract made by Mr. John W. Allen with some one in Detroit.

He remained on the island but a short time, and then returned to his home in Cleveland.

We quote from an account by Addison Kelley, which was published in the Islander:

"As it became necessary to have a vessel to carry stone and cedar from the island, they (D. and I. Kelley) concluded to build a schooner for the purpose.

"I was detailed to keep the accounts and superintend building her." (He had been clerking in his uncle Irad Kelley's store in Cleveland.)

"The vessel was built at Rocky River, one hundred and six tons burthen, and called the Ben Franklin. She was launched in June and ready for service by the middle of July, 1834. I continued on board the vessel through the summer. The vessel was caught in Buffalo late in the fall by cold weather and laid up there and sold in the spring.

"I returned to Rockport and stayed till after January 1st, 1835.

"I then started for Cunningham's Island. I was delayed on the peninsula for over two weeks before anybody could cross.

"Father was there, building the steamboat dock. I went to work on the dock, which was completed as far as the first part of the warehouse that winter, but only forty feet front.

"There were only four families on the island then, I think, Henry Ellithorp, Elisha Ellis, Benjamin Napier and the company boarding house."

At the time of Addison Kelley's arrival the boarding house was being run by a Mrs. Knowlton, who perhaps had a family of her own, besides several boarders, single men like E. T. Smith and others, who were working for the company chopping wood, hewing timbers and assisting Mrs. Datus Kelley and subsequently Addison Kelley in building the dock.

There is an old account book in which are recorded payments made to E. T. Smith for hauling timbers with his ox team.

The boarding house had been operated first by Mr. Luther Dodge and family, who sailed from Rockport in the fall of 1833 with Datus Kelley. The Dodge family was succeeded in 1834 by the Chadwick family, who also sailed from Rockport to the island. Mrs. Knowlton had succeeded the Chadwicks by fall of 1834, for she was the landlady in January, 1835, as stated above.

Mr. Datus Kelley returned to Rockport after Addison's arrival and left the latter in charge as the agent for the firm of D. and I. Kelley.

There were many details to be looked after by both Datus and Irad, as will be seen from the letter already quoted, as follows:

"Norwalk, Nov. 2, 1835.

"Dear Brother:—I arrived at this place this afternoon from Detroit via mouth of Huron by steamboat. I received the heretofore audited account of stone sent the Arsenal—$314.02—and $93.33 of Widge and Peters, with which I paid the bank debt of $400.70. Between two and three thousand feet of stone are wanted this fall, which I engaged after hearing that the schooner Franklin had been got off and gone to Cleveland.

"On my way down, I learned by Capt. Whitaker that Blackler had received the insurance and gone east; that the insurance company had sold the vessel for $2,000.00 and authorized the buyer to take the vessel wherever she could be found—as the above transactions concerning the vessel are illegal, and perhaps fraudulent, I hope you have secured the vessel, if not council should be immediately had and proceedings had as soon as possible to recover her.

Inasmuch as Addison Kelley stated in his account of her that she was sold in Buffalo in the winter of 1834-5, it must be assumed that the buyer was none other than Blackler, who was reported to have gone east with the insurance money without paying D. and I. Kelley whatever was unpaid of the purchase price.

It is fair to presume that this matter was settled satisfactorily.

Another interesting item contained in the letter was as follows:

"The sheriff's deputy, Tour, moved Napier family off from the island week before last. An assault and battery was committed on Tour at the time Napier's

family were landed at Sandusky by Napier and Capt. West (throwing Tour into the water.) They were bound over to this court (Norwalk). Napier's family have gone to North Bass.

"The cedar contract is all out (cut), and notice given of it to Smith and Macy. One or two vessels are at the island loading. Our teams are now busy in hauling stone. The Franklin or some other vessel will be wanted in about 8 or 10 days to take a load to Detroit. Esquire Bill is elected Justice of the Peace. He has quarried about 7 or 800 feet of stone at 6c per foot. Says he will quarry all we want. Don't neglect the vessel. From your brother,

"DATUS KELLEY."

The stone that was shipped from the island in 1834 was valued at $800.00 and the red cedar posts and the pork at $400.00. Stone monuments for the Ohio-Indiana State line were gotten out that year. Stone was probably shipped to Cleveland for manltetrees, door jambs, and building purposes as ordered by Irad Kelley. The cedar posts and the pork went to Cleveland, Buffalo or Detroit.

Mr. Herman Kelley states in his Kelley Family History, that they were shipped from "The Stone Dock," which was located on the north shore of the island, a short distance west of the opening of the North Bay.

This dock was probably constructed by Mr. John A. Clemens, who was taking out stone there in 1833, but by what right, no one knows now. At any rate, he remained on the island for a short time after the Kelley purchase and assisted them in getting out stone. After which, he moved to Marblehead, where he engaged in the stone business again.

The early maps show a road called Division Road leading from the south shore to this dock. The dock has long since disappeared, yet it must have been well constructed, for it was especially mentioned in transfers of the property on whose shore it lay, as late as 1857. Mr. W. S. Webb states in his account of the island, published in the History of Huron and Erie Counties, that the stone dock was built after the wood dock, but this is doubtful.

During the year 1835, a home was built by Addison Kelley, for the use of his father's family. It was a large log house, and was located on the west side of Division Street, about fifteen hundred feet from the south shore of the lake. He also kept a "store" in this house for a time. This property was afterward sold to George Kelley, who enlarged it.

A school house was also built that year, and it was said to be the first framed building constructed on the island. It was located on the east side of Division Street, not far from Mr. Datus Kelley's home.

It is stated that in 1836, there were twelve families on the island, besides some unmarried men. Who they all were cannot now be ascertained. Mr. W. S. Webb, in his article regarding Jake Hay, published in the Islander, said that when Jake arrived on the Island in 1836 the residents, beside Mrs. Knowlton, who kept the boarding house, were the families of Henry Harris, Patrick Martin, Barney McGettigan and Isaac Rice. To this must be added the unmarried men, consisting of Addison Kelley, Jake Hay and "Tinker" Smith. "Tinker" or Ephrain T. Smith came on the island with Mr. Ellis.

Mr. Hermon Kelley also says that Datus Kelley moved onto the island with his family in 1836. If so, it is difficult to understand why his son-in-law, W. S. Webb, did not include him in his enumeration of the families on the island that year. Mr. Addison Kelley stated in his autobiography, published in the Islander, that his father arrived with the family to settle on the island permanently in the Spring of 1837.

In 1836 the first sale of island real estate was made by D. and I. Kelley. Addison Kelley said in his account: "I had become a land holder, obtaining the first deed from the proprietors granted, being dated October 27th, 1836, for 223 2-100 acres, valued at one thousand seven hundred and eighty-five dollars" (eight dollars

per acre). "Uncle Irad was opposed to selling any part of the land, would only part with it at a high price. This sale made or induced others to buy, and land advanced with every sale."

In the year 1837 the island, which had been formerly a part of Danbury Township, Huron County, was transferred to Erie County; the township remained unchanged.

In the summer of 1837, Addison Kelley commenced the erection of a dwelling house on the bank of the lake, east of Division Street, overlooking the dock, where he was employed most of his time. The men employed in its construction were J. E. Woodford, boss carpenter, and Joseph Willet, stone mason.

This house was the first framed dwelling house on the island; but was the second framed building. The first being the school house already mentioned. This house of Addison Kelley's was subsequently sold to Adam Schardt. It was destroyed by fire about 1900. His son Fred Schardt built a modern house on its site.

CHAPTER 5

JAKE HAY'S ADVENTURES

In the year 1836 a serious rebellion broke out in lower Canada, and, the rebels being worsted, escaped into the United States, where they continued to plot against the Canadian Government. They sent parties to Detroit and Sandusky to organize raids upon the unprotected Loyalists in Upper Canada.

In the late fall of this year a young man named Jake Hay stopped on the island on his way from Pelee Island to Sandusky.

He had been employed on Pelee as a wood chopper for a saw mill located there. He had gone to Pelee in the spring of 1835 and had remained there all that year.

He had nearly starved during the winter of 1835 because of the failure of his landlord to return from Sandusky, where he had gone in the fall for provisions, and he determined not to pass another winter on an island.

The boat on which he had sailed from Pelee went no further than Cunningham Island. While awaiting a chance to go to Sandusky, Jake was persuaded by Addison Kelley to remain to help him. Jake did not consent to remain until he was shown the contents of the Company's store room. But when he had seen a barrel of flour and other provisions in proportion, for every inhabitant of the island, he was satisfied that he would not starve, and consented to remain.

About the first job he was set at, was working on the scow Argus. Not long after his arrival, emissaries of the Canadian rebels visited the island and succeeded in getting some of the men to agree to join their expedition to raid the island of Pelee. When Jake heard of this, he was horrified, and so earnestly dissuaded the island men that they abandoned the plot.

The scow Argus was launched in July, 1837. Jake had been employed in her construction from the time he had arrived on the island in November, 1836.

About the time of the completion of the Argus, Mr. Hay was affected with inflammation of the eyes, and was unable to do any work until the following April, 1838.

This condition of health made it impossible for him to attend to the harvesting of some eight acres of wheat belonging to him on Pelee Island. He therefore employed a Mr. Conklin to harvest and thrash his crop, which consisted of one hundred and sixty bushels.

In February of 1838 Jake went to Pelee alone on the ice. The state of his eyes being such as to enable him to see enough to get along. He remained five days and started on his return to Kelley's Island on the afternoon of the fifth day.

Upon the same day of his return from Pelee Island, and before he arrived at Kelley's Island, the so-called Patriot Army reached the latter island on its way to invade and rob Pelee inhabitants.

They continued their march in the night and reached Pelee Island very early in the morning of the day after Jake had left. They had passed one another in the darkness and by courses so far distant that neither was aware of the other

The depredations committed by the band of outlaws and the battle on the ice with the British troops, "have passed into history and need no further reference here," says the narrator, Mr. W. S. Webb, of whose account, which appeared in the Islander, this is a condensation.

Almost seven months later, on the sixth of August, 1838, Jake and Barney McGettigan crossed to Pelee Island, landing at a point on the shore near the residence of Mr. John McCormick, and were received with suspicion and accused of being a party to the raid of the preceding winter. McCormick, the giant pro-

prietor of the island, refused to shake hands with Jake or to entertain him, telling him to look elsewhere for entertainment. McCormick took care of McGettigan, who was able to pacify the irate man temporarily, and half convinced him that Jake was innocent of such treachery. When it became known that Jake was on the island, the other islanders determined to hang him, and would have succeeded but for the timely warning Jake received from his host, Mr. Hustin. He made his escape from the lynching party who sought him after dark at Mr. Hustin's house. Jake searched the shore in vain for his rowboat, but it had been stolen by his enemies. His pursuers were so close upon him that he was forced to escape by swimming, and, bundling his clothes upon his head, he struck out toward Middle Island, some three miles away, hoping to find a reef which he knew of, on which to rest midway in the swim. In this he was disappointed, for the darkness confused him and he missed it, and so he kept on until he reached the little islet, whose only inhabitants were a man and boy. They gave him shelter, but on learning his story refused to help him with a ride in their sail boat to Kelley's Island, as they had first agreed to do.

There was an old dugout canoe lying rotting on the beach, which Jake himself had made and abandoned a year or more before, because of a great split in one end.

The desperate man succeeded in sawing off the split end and in nailing a board across, making it tight enough to keep the craft afloat with constant bailing. He worked with the speed of desperation, for he hourly expected the arrival of a pursuing boat.

The man and boy were afraid to assist him, fearing no doubt the wrath of the Pelee islanders should they do so. Yet they offered him no violence. Perhaps Jake himself was a man to be feared on that day. At any rate, he started to paddle his heavy craft to Kelley's Island, with nothing but a broken board for his paddle.

An approaching storm filled him with apprehension, and he bent his back to his task and paddled with desperation in the hope of making the shelter of the land before the fury of the storm broke. He almost succeeded in this and had less than a mile to go, when the relentless storm broke in terrible violence and swept the canoe down the lake. It was utterly useless for him to attempt to face the storm. His only hope was to drive before it and prevent the waves from filling and sinking his craft. He managed to break loose a thwart or two and lash them in place in the bow in the form of a cross. He stripped off his shirt and hung it on the cross with the arms through the sleeves. This served as a sail, and Jake sat in the stern and kept his craft steady with the piece of board for a rudder.

He had an old nail keg for a bailer, which he was forced to use constantly to keep the craft from filling.

All day and all night the wind blew a gale, driving the little craft with its forlorn passenger before it. When the second day broke, Jake could see nothing but a waste of tossing water. He was out of sight of land for many hours, but at nightfall the wind swept him toward the dangerous shore of Avon Point and threatened him with death; for the huge waves were dashing against the rocks with a violence that would have destroyed both the canoe and its now exhausted occupant, should it have gotten among the breakers.

By desperate exertion and good fortune, Jake managed to keep his craft away. He passed the point safely and was swept across the great bay beyond. Darkness came and he passed the weary night bailing water. Next morning, he found himself drifting down the lake about ten miles or more from shore. The storm had subsided and the weary man, weak from hunger and nearly dead from loss of sleep, took up his board and feebly paddled for the shore. His approach was observed, and on the shore, was a company of men, women and children, ready to assist him, when at last he beached his water-logged old craft, and staggered into

the arms of some men who took him to a nearby farm house. On inquiring he found himself ashore at Dover Bay. When sufficiently revived and rested, he was taken to the home of Chester Dean, only a few miles away, at Rockport, near Rocky River.

Mr. Dean cared for Jake for a day or two, and when strong enough Jake walked to Cleveland and took passage in a sailing craft for Sandusky. Owing to the drunken condition of the captain and crew, Jake was obliged to navigate the craft alone, except for the assistance rendered by a young woman passenger whose husband was as drunk as the others. Jake put in at the Huron River, where he abandoned the ship, and walked to Sandusky, from which port he sailed, next day, back to the island, where he arrived, after an absence of nearly two weeks.

In the meantime, Barney McGettigan had returned to Kelley's Island, fully convinced, as were also the Pelee islanders, that Jake had gone to a watery grave and had escaped death by the rope only to find death in Lake Erie.

Imagine the astonishment and delight of all, therefore, when Jake stepped off the boat onto the dock at the island.

CHAPTER 6

EARLY SETTLERS

In the year 1838 an important addition was made to the population of the island by the arrival of Mr. George C. Huntington with his wife and infant son Erastus.

Mr. Huntington had previously resided in Cleveland, where he met Emeline, daughter of Datus Kelley, and married her, November 7th, 1837. They resided in Cleveland until after the birth of Erastus, who was born August 18th, 1838.

In George Huntington, Charles Carpenter and William S. Webb, Datus Kelley had three sons-in-law who were men of exceptional abilitities. They were outstanding characters on the island, and contributed largely to the development of the island resources, as will be seen further on in this history.

In 1839, John Titus arrived on the island and made a material addition to the population by bringing a large family of unmarried children, besides being followed by several sons-in-law soon after.

He had been preceded by his eldest son-in-law, Jesse E. Woodford, who, as we have already seen, was there in 1837 helping to build Addison Kelley's house, but Mr. Woodford settled on the island later.

Next to the Kelley family, the Titus family was the most numerous on the island.

John Titus' sons-in-law were Edmund Ward, Joseph Lincoln, Sylvester S. Dwelle, James Watkins, James Hamilton and J. E. Woodford. His younger sons, Jared and James, also in due time, did their part in increasing the population.

The first to buy land on the island after Addison Kelley were Horace Kelley and Bernard McGettigan, in 1838; Patrick Martin, John Titus, J. E. Woodford and James Hamilton, in 1839; Julius Kelley, George Kelley and G. C. Huntington, in 1842, in the order named. The remainder of Datus' sons received deeds in 1848 to 1851 and Irad's sons, Edwin and Charles, in 1848.

It would be interesting to know the names of the sixty-eight persons who were on the island in 1840, but it seems impossible at this date (1925) to learn them all, nor who arrived subsequent to that date and when, except from the record of the township clerks, in which we find them faithfully recorded, beginning with the first elections of the newly established township of Kelley's Island, which was established as such by an act of the Ohio Legislature January 21st, 1840, as the result of a petition sent by the Islanders to Columbus. The names of all the voters on that occasion, and for each year subsequent to that date, until 1853, are recorded in the clerk's book.

We quote from the ancient record book as follows: "Pursuant to notice being regularly given, the electors of Kelley's Island met on the first Monday in April, 1840, at the school house on said island and proceeded to organize said township by choosing Walter Beardsley, Chester Stocking, and Ephraim T. Smith judges of the election, and George C. Huntington and Addison Kelley clerks, who being duly qualified, the election was declared open between the hours of 8 and 11 of said day, at which time and place the electors proceeded to vote for township office. The whole number of votes polled was fifteen. For trustees, Addison Kelley had thirteen votes, Elmer Emery had fourteen and Walter Beardsley had fifteen votes and were duly elected.

"For Treasurer—Horace Kelley had fourteen votes.

"For Township Clerk—Datus Kelley had thirteen votes.

"For Overseers of the Poor—John Titus and Hezekiah Becksford had twelve votes each.

"For Fence Viewers—Chester Stocking received twelve and George Wires and Henry Provost eleven votes.

"For Constable—Joseph Willet received fourteen votes.

"For Supervisor of Highways—Henry Harris received twelve votes. Each of which were declared duly elected.

"Each of the above named township officers have taken an oath to fulfill the several duties prescribed to them according to law.

"Horace Kelley has given bonds as Treasurer and Joseph Willet as constable.

"An election was also had for County Officers for the new county of Ottawa and returns duly made to the temporary seat of justice at Port Clinton. May, 1840 Datus Kelley."

It will be seen that the only men not elected to some office of the fifteen voters were Ephraim T. Smith and George C. Huntington. However, on the sixth of April, five days later, an election was held for the purpose of choosing a Justice of the Peace. George C. Huntington was elected to that office with fourteen of the fifteen votes cast. He probably voted for Henry Harris, who received one vote.

At this election there was one more elector, Theodore Morgan.

The year 1840 was an epochal year for the island. As we have already seen, it was erected into a township with a new name. Its first elections were held and it became an organized community with its officers legally inducted into office. It ceased to be a paternal government, although Datus Kelley's influence was doubtless little lessened by the change.

The islanders were actively engaged in various pursuits of farming, wood cutting, commercial fishing, and quarrying.

While it is true that Datus Kelley brought the peach tree and grape vine to the island and demonstrated the suitability of both the soil and climate of the locality for these fruits, it is a fact that the farmers of the island directed their first agricultural efforts to raising wheat, and in this they were remarkably successful, and for some years little attention was paid to horticulture. It was not until smut and the Hessian fly, or, as they then said, "The Midge," ruined the wheat crops, that they turned their attention seriously to raising fruits.

In 1841 the annual election resulted in several changes in officers, but there were only eleven votes cast. Other new names appears in the list however. That of Patrick Martin, Jacob Hay and James Estes, but Hay had been on the island since 1836, as we already have shown.

In 1842, the number of votes cast at the annual election rose to eighteen. The new names appearing in the poll book were Erastus D. Scott, Horace Scott, Adam Bixbee, Lucius Dean and Jesse E. Woodford.

Mr. Woodford, who originally settled at Plaster Bed on the upper Sandusky Bay, had in 1839 obtained a contract from the Kelleys for 58.25 acres on the east shore of the island at Barnum's Point now called Woodford's Point, where he built a substantial house, which in 1925 was still standing, and, second to the George Kelley house, is the oldest on the Island. The road running from Division Street to the east shore past Mr. Woodford's house is called Woodford Road.

1843. Three new names appear in the township clerk's record books. They were Ezra McCallister, Jonathon Smith and Rais Sperry.

There were fifteen votes cast in 1843 election which resulted in practically no change in the officers. In this year, Mr. Charles Carpenter arrived on the island. He was a distant cousin of Mr. George C. Huntington. His mother being Mary Huntington, a granddaughter of Christopher Huntington of Norwich, Conn. Mr. George C. Huntington's father, was a grandson of Simon Huntington of Norwich, Conn. who was a brother of Christopher Huntington.

In this year also, Mr. Datus Kelley started to build his new home which was located on lot six on the Northeast corner of Division Street and Water Street over-

looking the lake and the steamboat dock. At the time, this was the most pretentious dwelling house on the island. It was two stories high and was framed of Oak and Cedar and mortised and pinned in true New England style. There were not enough men on the island to "raise" it, so some sailors brought tackle from a ship that was loading there and assisted in the raising.

Mr. Carpenter who was then courting Miss Caroline Kelley was doubtless glad to assist (as he did) his prospective father-in-law in contructing the house. It was not complete until the Spring of 1844. Mr. John Dean also assisted in the construction.

1844. But six votes were cast in this year's election and but one new name appears, that of Charles M. Verguson.

In this year, on November 7th, occurred the marriage of Caroline daughter, of Datus and Sarah (Dean) Kelley to Charles Carpenter. It was the first marriage to be celebrated in Mr. Datus Kelley's new home and the first occurring on the island, so far as is known.

The young couple occupied a small log house near where is now the Wine Cellar dock on the southwest shore. The dock was originally built by Horace Kelley, but it was known for many years as Carpenter's dock.

This old log house was later converted by Mr. Carpenter into a wine cellar.

1845. Thirteen votes were cast. Charles Carpenter's name appears in the poll for the first time.

Edmund Ward, a son-in-law of John Titus arrived on the island in 1845 with his wife Nancy, who he had married in 1835 in New York State. Their son Uri, was born on the isand in 1845.

In this year also, occurred the marriage of Elizabeth the third daughter of Datus and Sarah (Dean) Kelley, to William S. Webb, a man of exceptional brilliancy, whose literary ability was to be strikingly manifested in his contributions to the Islander and to various histories of Erie County.

In 1846, twenty votes were cast and among the new names in the poll, were Levi Thompson and John Dean.

Mr. Thompson must have been on the island for sometime previous to this, for he was a candidate for and was elected to the office of Justice of the Peace that year. However, he did not remain long on the island. When he resigned and moved away, the duties of the Justice of the Peace were assumed by J. E. Woodford who resigned the Treasureship of the island township.

CHAPTER 7

FIRST THINGS

Several events took place in 1846. That which had the greatest effect on the destinies of the island was the setting out of the first acre of grape land by Mr. Charles Carpenter.

Grapes had been introduced on the island by Mr. Datus Kelley, who brought roots and cuttings of Isabella and Concord from his Rockport home. But the commercial possibilities of grape culture were developed by Mr. Carpenter and demonstrated by this experimental acre. It is not now certain whether more than one variety was planted in this acre, but it is known that Mr. Carpenter obtained Catawba vines of Judge Ely of Elyria and soon demonstrated the excellence of this grape and the particular suitability of the soil and climate of the island to bring this slow maturing but superior quality grape to perfection.

The demand for cuttings and rooted vines increased rapidly from that time, and Mr. Carpenter and the islanders were kept busy for many years supplying them.

In 1846 also, the Steamboat Islander was built upon the Island Shore. More will be said about this epoch making event in the Chapter entitled: "Boats that Served the Isand." We speak of this boat as marking an epoch in the island history, because it was a transition of communication between the island and the main land, from sail and row boats, to steamboats.

It meant for the island people a more dependable and more regular means of transportation. It meant the regular receipt of mail three times a week during navigation season. News had become as vital and necessary as merchandise. Business on the island had developed to such an extent by that time, that regular mail service had become a business necessity.

The steamboat Islander was built primarily, to carry wheat, not only from the island to the flour mills located at Venice in Sandusky Bay, but to carry wheat and flour from and to Fremont and other ports on Sandusky Bay and river.

Mr. Addison Kelley stated in his account, that the Islander was built at the suggestion of Mr. Heywood of Venice, who offered to advance $2,000.00 for her construction. Mr. Fish of Venice is credited with this offer by a historian who wrote a History of Erie County.

The Islander was launched and ready for service late in 1846 and immediately engaged in carrying wheat to Venice.

The island wheat crop was good that year, and it is assumed that the boat made money from the start.

Kelley's Island was transferred from Ottawa County to Erie County in 1846 as the result of a petition of the island inhabitants, who perferred Sandusky to Port Clinton for their county seat. Thus in the space of nine years, the island was a part of three counties and two townships.

At this point, it seems proper to correct a statement that has been repeated by every historian who has written about the island. They say: "Of the four children of Mr. Addison Kelley, all born in the same house, no two were natives of the same county or township."

The facts are as follows:

Up to 1837 the Isand was known as Cunningham Island, Danbury Township, Huron County. Mr. Addison Kelley was not married until 1837 and had no children born in his house until July 1838. This was Frederick. At the time of his birth, the island was a part of Erie County having been transferred from Huron to Erie County in 1837, without change of name or township.

On January 21st, 1840 the name of the Island was changed from Cunningham to Kelley's and the Island was separated from Danbury and was made an independent township of Kelley's Island and as such, was transferred from Erie County to the newly created County of Ottawa, on March 6th, 1840.

It remained a part of Ottawa County until January 1846, a period of five years.

During this five year period, three children were born in Addison Kelley's house. The children were, Sterling Herman born May 1841. Edward Datus born February 1843 and Frances Millard, born August 1844.

The island was transferred to Erie County at the beginning of 1846. Edward Clapp was born in July 1846 in the same house.

Thus it will be seen that of his five children (not four) all born in the same house, three were born in Kelley Island Township, Ottawa County, one born on Cunningham Island Danbury Township, Erie County and one born on Kelley's Island, Kelley Island Township, Erie County. But for the sake of accuracy, the old story would have remained undisputed, for it illustrated in a striking manner the effect these changes had upon the legal birthplace, of the Island children of that period. It is interesting to know that these changes were not recorded by Government authorities at Washington until long after their occurrence and that the Island was recorded as of Ottawa County, when the first Post Office on Kelley's Island was established in 1853.

CHAPTER 8

PROGRESS

When Datus and Irad first purchased the island they held it in common and appointed Addison, the son af Datus as, their agent. But in 1842, it became apparent to both of the brothers, that a division of their interests would be to the advantage of both. Arbitrators were accordingly selected, after an agreement had been signed by the brothers, to faithfully abide by their decision. Under date of November 29th, 1842, Datus and Sarah Kelley conveyed to Irad and Harriett Kelley his wife, (Recorded November 2nd, 1853) "All our right, title and interest in the undivided half interest as follows: All the unsold part of Lot No. 12 also the unsold part of lot No. 13, except the red cedar that stands or is lying down on said lot No. 13 which is to be and remain common as before."

Lot Six was conveyed by Irad Kelley to Datus Kelley December 1st, 1839 and on February 21st, 1843 Addison Kelley conveyed 140 acres of this lot to George W. Kelley. (But George Kelley did not arrive at the island until 1847.) On May 20th, 1839 Datus and Irad Kelley conveyed a portion of lot one to Horace Kelley, and another part on November 22nd, 1839 so that Horace Kelley became the proprietor of that part of lot One, that had originally been allotted to Jabes Adams and Uriah Tracy. (See old map.)

In 1848, Horace sold his property to Mrs. Charles Carpenter and purchased North Bass and Rattlesnake Island. He moved to North Bass. George Wires of Kelley's Island bought 137 1/2 acres on North Bass of Horace Kelley and moved from Kelley's Island May 1849.

In 1848 a propeller bound for the Upper Lakes stopped for some reason at Mr. Carpenter's dock and there came off from her, to look around, a young Scotchman, who with three companions had taken passage on the boat from their home in Lower Canada intending to go into a logging camp on the upper lakes. This young man was Andrew Cameron, who seeing Mr. Charles Carpenter hard at work clearing his land, asked if he and his companions could find work on the island. Mr. Carpenter assured him of plenty of work and offered him $8.00 per month and board, with the result that Cameron and his companions Mc'Person, Stuart and Mc'Donald, the latter, Cameron's half brother, stopped at the island and went to work for Mr. Carpenter.

Cameron stayed on the Island for two years and then returned to his home St. Amerset on the St. Lawrence river where he married and returned with his bride to Kelley's Island.

In 1848, the new names appearing among the voters were John Callender, Benjamin F. Stookey, Levi Thompson.

George Kelley brought his bride across the ice in January 1848.

George and Irad Kelley had been in Tennesse buying sheep and while there, George bceame ill and was nursed to health in the home of Colonel Eastland, with whose daughter Martha, he fell in love and persuaded to leave her southern home to brave the winter of a colder climate.

They occupied the log house vacated by Datus Kelley. In this house, in August 1849 she became the mother of the first twins born on the island. Unfortunately, they lived but a few weeks.

George soon erected a large and comfortable frame addition, but did not destroy the old log house. It was still a part of the building which was in excellent condition in 1925.

The first to register ear marks for hogs and cattle in the township record

book was in this year 1848, by George Kelley. The record reads: "Irad and George Kelley left for record July 1848,—round hold through the right ear."

In 1849 Sylvester S. Dwelle's name first appeared on the poll book, and he left for record February 18th, 1849 in the same book. "Slit in the right ear."

In 1849 were also registered, the following:

By Jesse E. Woodford, February 18 "Crop from right ear and under bit from left ear."

By Levi Thompson Mar. 26, "Crop from right ear and half penny bit from top of same ear."

By Addison Kelley April 2, "Swallowfork in left ear."

By James Hamilton April 2, "Crop from left ear and under bit from right ear.'

By Patrick Martin April 2, "Scallop from upper side of right ear."

By Edmund Ward April 2, "Slit in both ears."

By Barney McGettigan April 2 "Half crop from underside of left ear."

It was necessary to establish a register of this sort, for the cattle and hogs of the islanders were turned out to wander at will in the unfenced woods and stump land and mistakes had occurred, when stock had been rounded up and put in the pound, which had resulted in disputes over ownership.

Until the year 1850, one school house had sufficed for the island children, but the growing population made it necessary to provide additional school houses. A petition was granted by the Trustees asking that the island be divided into two school districts. They were divided as follows: "All that part of the township lying west of a line commencing at the southeast corner of the farm of Addison Kelley, thence running north until the line intersects the South line of James Hamilton's farm. Thence east to the southeast corner of said Hamiton's farm, thence north along the east line of his farm to the Lake's shore. This shall constitute a district to be known as District Number One.

"That part of the township lying east of the above described line to be known as District Number two."

The island was also divided at that time into three road districts.

It would be supposed by people not acquainted with the island, that Division Street bisects the island about midway between its East and West extremities.

The fact, is, that almost two-thirds of the island lies east of Division Street. Therefore, the line of separation between the school districts as given above is, as near as possible the true Meridian line of the island. It is about a half mile east of Division Street.

In 1851 Mr. Charles Carpenter built the first wine cellar in Ohio north of Cincinnati, which started the grape growing industry and wine making on the island. He had made the first five gallons of wine in 1850.

At a meeting of the Township Officers March 1st, 1852 the Road Supervisor of District No 2, was authorized to construct a bridge across the Tiber River. Before the erection of this bridge, it was necessary to ford it with teams. A small single plank—foot bridge served for pedestrians.

This little stream is now covered by a stone culvert and the road has been filled in and built up almost fifteen feet above its former level. The fill has been carried out on the lake side of the road, to a "sea wall" which is built up from the beach. The wall extends for several hundred feet along the shore. This fill was started after the great storm of 1867 which washed away a great deal of the south shore.

Summer visitors on the island rarely see any water running in the Tiber; yet, it does run bank full when spring thaws and rains fill its channel with a rushing tide.

At the time the bridge was ordered to be constructed, the stream was larger than it now is and its mouth was deep.

It is recorded that a drayman driving a blind horse, drove off the road at the bridge in a moment of carelessness. All were cast into the swiftly flowing stream. The horse broke loose from the wagon and got safely ashore, but the man was unable to swim and was rapidly swept out into the deep water of the lake where he would have drowned but for the timely assistance of Mr. John Estes, father of James Estes (the donor of the Island High School). Mr. Estes swam to his rescue and after a struggle in which Mr. Estes himself was nearly drowned, both were rescued by others who went out for them in a boat.

(The telephone exchange in 1925 was in the former home of Julius Kelley on the bank of the Tiber.)

In this year of 1852, the Sloop Gazelle was brought to the Island by Mr. J. E. Woodford and Captain Black who owned her in partnership. Captain Black sailed her. She was built at Port Clinton. Mr. Woodford was at that time engaged in commercial fishing and had a station on the shores of Lake Huron as well as on the island.

The Gazelle was about thirty tons burthen. She played an important part in the events occurring on the island as a perusual of the following pages will disclose.

Two very important events occurred in 1853. On May 13th, the island was established an independent Post Office by the U. S. Government postal authorities.

Prior to that date, there was no post office on the Island. Mail destined for Kelley's Island before that date, was sent to Sandusky to be called for.

It is not recorded if a carrier was employed at that time, but so long as the Islander and Island Queen ran, the mail was brought to and from the island by some of its crew. No charge was made for this service.

The building of the side wheel steamboat Island Queen was commenced in 1853 and she was ready to launch on Thanksgiving day, but a defect in the "ways" prevented this, and she did not "Slide Off" as expected. The launching took place a few days later.

She was built completely of island oak and cedar. Her cabin was entirely cedar.

She was put into commission and made her first run to Kelley's Island, at the opening of navigation in 1854. She was received with great enthusiasm. She was much larger than the Islander, being 180 tons, whereas the Islander was 80 tons capacity.

In the year 1854, a number of German families arrived on the island and as these people were from the wine districts of Germany, they were familiar with grape culture and wine making.

At that time, it was thought that five acres was about as much land as was necessary for a vineyard and that one man could not cultivate nor care for more, and that the yield from this acerage would produce a satisfactory income.

When the land was "virgin" it produced three to four tons or from six to eight thousand pounds to the acre. The maximum yield of five acres, therefore at the prevailing price of ten cents per pound would be four thousand dollars gross. It is hardly necessary to say that this was rarely if ever realized, yet there were many a five acres, that yielded from two thousand to three thousand dollars net a year in the early days.

The first man to buy a five acre lot in 1854, was however, not a German, but a Russian, Louis Beatty. At a later date, Mr. Beatty went to Europe and returned with a number of Russians who located on the island. They were said to have been refugees escaping to avoid military duty in the Russian Army. Mr. Beatty bought of Addison Kelley and paid fifty dollars an acre. At the time of this sale, the price was considered exhorbitant by Mr. Kelley's Island friends, but he replied to their criticisms by advancing the price to sixty dollars an acre and soon

after made an advance to seventy-five dollars and again in the same year he sold land at one hundred dollars an acre. At this point we will depart from chronological statement far enough to say that, within ten years, unimproved land suitable for grape culture, sold for a thousand dollars an acre.

Among the earliest German settlers who bought land were August Scheadler, Fred Schippel, William Becker, Henry Ohlmacher, Thomas Rosch, whose name was Americanized to Rush, John Himmelein, Adam Schardt, John Hauser, Henry Lang and Herman Koster. Within seven years, or by 1861—128 acres of vineyard were producing grapes which yielded $51,000.00 which was an average about $400.00 per acre.

On June 3rd, 1854 Mr. W. S. Webb was appointed postmaster of the Kelley Island Erie County Ohio post office, succeeding George W. Kelley who traded his store business, (not the building) to Mr. Webb in exchange for Webb's quarry. Alfred S. Kelley bought a half interest in the business of the store of Mr. Webb at that time.

The cemetery on Division Street was started in 1854. Previous to that time, burials had been few and such as had been made, were in private burial places.

Mention has already been made of a few burials on the bank near the shore and that the graves had been washed away by the encroachment of the waters.

An interesting story is told of John McDonald, who was engaged in preparing the cemetery for burial purposes.

He was taken to task for carelessness in his work and his reply was to the effect that he did not care, for he did not expect to be buried there.

It so happened, that in January 1854, while working in Wm. S. Webb's quarry, that McDonald was accidentally killed and was the very first person to be buried in the cemetery. His grave is marked by a marble headstone and is very close to the north line of the cemetery.

CHAPTER 9

JAKE HAY AGAIN

In 1855, Mr. Jake Hay bought twenty-five square rods of land along the shore just west of the Table Rock, otherwise and more recently called Inscription Rock.

The land had a frontage of eigthy feet along the lake and lay between the water and the shore road now called Water street. Jake built a dock along his entire frontage. It did not extend far into the water, not over ten feet. Near the center of the dock was a flight of steps leading to the water for the convenience of those who got water from the lake.

The east end of the dock was so close to the "Rock", that one could step from one to the other. At this end, Jake built a carpenter shop. At the west end of the dock, he built a blacksmith shop. He rented the blacksmith shop when he could, for while Jake could do smithing, he preferred carpentering and joining.

He was very generous with his tools and his shops were always at the disposal of any islander who preferred to make his own things rather than wait for Jake to make them, for he was proverbially slow.

Jake's carpenter shop was a favorite resort for the islanders and particularly for the children, for whom Jake had an especial fondness.

The children used to climb into the boats he was building and sometimes they even had the hardihood to lie down in the coffins that he had made.

Jake did all kinds of wood work, and made ox yokes, whiffle trees, sleighs, wagons, cupboards, gates and wagon wheels, besides boats and coffins.

He had been a privileged character on the island for so long, that he felt free to appropriate a tree or a rail when ever he had need for it and it is said that he knew every stick of timber on the island and where to get it. We give extracts from an unsigned article entitled "Old Jake." It says, "Old Jake is an institution dating back long before the beginning of the Lyceum or Lodge and identified with our island as no other has ever been. It was 'Old Jake' when I first came to the island over thirty years ago—there is not a foot of ground on our island that has not bourne the imprint of his foot. Not a tree that he cannot go to in the dark; —not a sled crook but that he can tell 'where is'—in short, not a fence rail which can be utilized, but that 'Old Jake' has a mortgage on."

"Some years ago I was coming from the east end of the island with a wagon, when I overtook a man with an ash rail on his shoulder. Took the man and rail into the wagon and brought them up to Jake's shop. On the way, my companion offered to bet that 'Old Jake' could tell where the rail came from. Not being a betting character I declined, but out of curiosity went into the shop with him. The first salutation we received was 'Hallo There, what are you doing with my rail? You got that rail off of Mr. Monegan's fence five panels this side of his big gate, the third one from the top,' which was literally correct."

"Jake never learned the art of keeping books by double entry. Until very recently, he has kept his accounts on a plain board. He put down the entry with lead pencil and left it until he wanted to make another entry and then he would plane off a shaving with the old entry on it and hang it up."

"His memory is excellent and it is better than reading history to sit and listen to him while relating incidents in the early history of our Island.

"There is not a person on the island 30 years of age that has not eaten candy given by 'Old Jake.' He has been engaged in building almost every wharf on the island and can tell when each was built and who helped to build it."

"Jake has been strictly temperate and I never heard of any one who ever saw

him under the influence of liquor. But tobacco is his weak point. Gossip is unknown to him and it is doubtful if he ever said an evil word concerning man or beast in his life."

This is the same Jake Hay, whose exciting adventures are given in an earlier chapter.

Jake lived a bachelor's life until he was sixty-one or two years old when he married Miss Ellen Pallen in 1872. They had three children. The only boy was accidentally killed when about ten years old.

Before these occurrences however, Jake built the house now known as Dew-Drop-Inn on the bank of the lake over his carpenter shop. The house faces away from the water, however, and has two doorways opening on to a porch facing the street A lane runs from the street to the dock which was built by the Koster Wine Company whose wine cellar is nearby. Part of Jake's old dock is still to be seen to the West of the lane along the beach. The east part and the shops have disappeared.

The carpenter shop was underneath the house and faced the water. In this house Jake lived with one or another of his tenants. Mr. and Mrs. Mike Hughes and Mr. and Mrs. Henry Trishman until 1872 when he married.

CHAPTER 10

KELLEY'S HALL

In 1860 Mr. Datus Kelley started the erection of a large stone hall facing on Division street, just back of the Island House which was then his home. (Since then destroyed by fire.)

The building was admirably adapted to the needs of the island. There had been no suitable place for entertainments or public meetings until the erection of this building, which was presented to the town and accepted by the trustees with suitable ceremonies.

The building was called the Town Hall or Kelley's Hall and is a monument to Datus and Sarah Dean Kelley his wife, who joined him in the gift. The building was completed and ready for use in the fall of 1860.

We quote from an account published in a Sandusky paper:

"October 26, 1860 a large company from Sandusky were invited to be present. Datus Kelley and his wife sat upon the platform side by side. The Hall was dedicated to Truth and Mr. Kelley stipulated that every creed and doctrine should be allowed a hearing within its walls. 'no sect nor denomination shall for any length of time hold exclusive privilege. All amusement of a moral or genial nature are tolerated and thus this ample and well arranged building with its pictures and organ, becomes the central temple of instruction, amusement and good cheer; a blessing and a help to all."

While the gift to the Islander people was in fact made at that time, the deeds were not given until after the death of Mr. Kelley. His heirs carrying out his wishes.

As the Hall was free to all to use, it was used by the Catholics for entertainments, socials and bazaars, as well as by the Protestant churches for similar purposes and for religious worship.

All public and parochial school commencements are held there. The first and only public library on the island was lodged in the basement of the hall until 1877, when it was moved to the basement of the New Congregational church building, which was completed that year.

The first Protestant English Church congregation was organized there in 1866 and the first baptisms in that church were performed there. The hall was temporarily used as an armory during the civil war, and men of the Island Military Company "Slept on their Arms" in the hall one night, ready to repel expected invaders, for which exciting event, see chapter entitled "The Island during the Civil War."

Many famous men have spoken in Kelley Hall. Perhaps one of the finest things that occurred annually in the hall, was the Community Christmas Celebration to which every one was welcome and which was kept up for over fifty years without interruption. It is interesting to know that the islanders always use cedar trees and when they leave the island, can hardly reconcile themselves to the fir and spruce trees customary elsewhere and many a cedar tree has been sent from the island to those who think Christmas incomplete without one.

Another annual event, dating back to the Civil War, is the observation of Memorial Day. Appropriate ceremonies are always observed, beginning at the hall.

During 1860 there was formed a Horticultural Society, a Vocal Society and the Kelley Island Literary Society. The meetings of all being held in the school house on Division street. A full history of the Literary society will be found in the chapter entitled "The Lyceum and the Islander."

The Islander was a weekly newspaper that the society edited for seventeen years during the winter months. The first edition being issued or read at the second meeting of the Society which occurred December 22nd, 1860. The paper contained advertisements, local and foreign news items, editorials, foreign correspondence or letters from abroad, (not necessarily Europe) etc.

This paper or Journal was written in long hand and as but one copy was ever produced of each issue, it was not passed from hand to hand to be read at leisure, but the people met every Saturday night to hear it read, and to discuss its contents at the conclusion of the reading.

Hearing the Islander read was not an exclusive privilege of the Lyceum. The reading was free to all who cared to come. The discussions were conducted in accordance with parlimentary law, and were remarkable for the fact that very little hard feeling was engendered by the debates.

There was the widest latitude allowed and every phaze of every subject was written about and discussed. Its motto: "Independent in all things, neutral in none," was literally lived up to.

During the year 1862, prosperous times were enjoyed on the island. The grape crop was unusualy good. The total yield was estimated at twelve hundred tons from about four hundred acres of vineyards. The price realized, averaged 6 1/2c per pound, making a total income from the vineyards of $150,000.00. The stone trade also was good, the demand exceeding the ability to supply.

The wood trade was not brisk and wood choppers were paid but one dollar and seventy-five cents to two dollars per cord for chopping.

Land increased in value to $500.00 per acre. Captain Vessey was the contract mail carrier for the winter of 1863-64. He sailed the little Zouave till ice formed.

The first Sunday School was started in the summer of 1862.

The first church building erected on the island was completed in 1863 by the Catholic Congregation which was organized that year.

On April 8, 1863, was the first day in the history of the island that a party (political) election was held for township offices. The Democrats held a caucus and nominated their officers as follows: Clerk, George P. Bristol; Trustees, E. L. Kennedy, Wm. Becker, H. H. Woodford; Assessor, J. E. Woodford; Treasurer, Henry Lang; Constables, John Stokes, Fred Kelley. There was no opposition and the ticket was unanimously elected. Henry Lang resigned and A. S. Kelley was reinstated to his old position as Township Treasurer.

CHAPTER 11

THE ISLAND'S MILITARY RECORD

At the outbreak of the Civil War a call was issued through the medium of the "Islander" for a meeting of the Kelley's Island Union Guards, to be held January 19, 1861.

The first military company of the island chose George P. Bristol, then twenty-one years old, to be its captain. Mr. Bristol had had some military training, having been a member of a similar organization at his home town, Ravenna, Ohio.

Mr. Bristol was minus a thumb and finger which he lost while in Ravenna, by the explosion of a cannon that was being fired in honor of the arrival in Ravenna of Governor Chase.

The Union Guards, was an artillery company. They obtained one of the old cannon that had been used on board one of Commodore Perry's fleet at the battle of Lake Erie.

About the only service they performed, beyond reassuring the inhabitants of the island, who feared an attack by Rebels and Southern sympathizers from Canada, was to participate in the Perry Victory Celebration at Put-in-Bay on Sept. 11, 1861.

It was not until the call of July 2, 1862, was made by the government of the United States that recruiting became active in Sandusky.

Several island boys enlisted in the 101st Ohio Volunteer Regiment, Company B, which was organized in Sandusky. The roster shows the names of Sergeant Simon Huntington, a son of George C. Huntington, Emmett Lincoln, and John M. Ward. The roster of the 24th Infantry contains the names of Sergeant James Quinn and George Stubenhofer. The 3rd Ohio Cavalry attracted John Woodford and Stephen French.

We know from other sources that Charles Quinn, Jake Rush and Morris Lincoln were together on a gunboat on the Mississippi River.

Pat and John Monaghan also volunteered and were accepted. George P. Bristol volunteered but was rejected because he was minus the thumb and finger.

It is recorded in the Islander that the men were awarded a bounty of fifty dollars each in 1862. The sum was rsiaed by the island folks and was intended for the support of the families of those who joined the army at the time. They were as follows: Simon Huntington, John M. Ward, Jerome Hollay, Bradford Severy, Charles McGettigan, William Hutton, Dennis Mullen, Henry Pape, August Raab, Emmett Lincoln and George Wright. These, then, are some at least of the island men who joined in 1862 or before.

A draft of fifty Island men was made on August 4, 1862, of which fourteen were accepted. Unfortunately the record is not complete, so we are unable to give their names.

It might not be out of place to state at this point in our account that it has been said by army officials that Kelley's Island supplied the army a larger proportion of its men than any other community in the United States.

Of the above men, Simon Huntington was wounded at the battle of Stone River and died in the hospital. Douglas Kelley was taken prisoner and languished at Libbey Prison from which dismal place he wrote letters that were published in the Islander.

The other men except John Ward, who died of sickness, returned at the end of their enlistments. Most, but not all of them, were three year men.

During 1863, the excitement on the island incident to the war was intense

Rumors of rebel activities in Canada and threats of raids from that direction by bands of southern sympathizers lead by rebel officers kept the island people in a more or less anxious state. The letters from the island boys at the front were publicly read at the "Lodge" and the newspapers were scanned with eager interest for war news.

On July 14, 1863, a company of volunteer militia for state defense was recruited in less than twenty-four hours. Ninety-six men enrolled themselves. The chronicler of this event in the Islander opined that "the speed could not be beat anywhere in Ohio."

July 24th, election of company officers was held and resulted as follows: Captain, W. S. Webb; First Lieutenant. George P. Bristol; Second Lieutenant, Henry Lang. The following is the complete list of officers and non-commissioned officers as published by the Orderly Sergeant, Erastus Huntington, in the first issue of the Islander for 1863-4:

Captain, W. S. Webb
First Lieutenant, Geo. P. Bristol
Second Lieutenant, Henry Lang.
Orderly Sergeant, Erastus Huntington
Second Sergeant, Michael Hughs
Third Sergeant, Hamilton Hays
Fourth Sergeant, Jacob Vogt, 1st.
Fifth Sergeant, James Titus
1st Corporal, Wm. True
2nd Corporal, C. Sternberger
3rd Corporal, H. H. Woodford
4th Corporal, H. Ohlmacher
5th Corporal, B. McGettigan, Jr.
6th Corporal, Lester Carpenter
7th Corporal, Jacob Beaty
8th Corporal, W. D. Kelley
Fifer, Jacob Voyt, 2nd.

And sixty privates. Of these, eight are unfit for duty, leaving available strength of the company 69 strong.

We find the following entry in the record book of the township clerk, July 14, 1863:

"Board met and determined and did give certificates of exemptions to the following persons: Henry Elfers, John Harly, Pat Gallagher, John Carter, Henry Galligher, Henry Pringnitz.

"No other business, board adjourned with this statement. Whole number enrolled 134. Exempted 16, leaving company with strength of 118. George P. Bristol, Tp. Clerk."

There appeared in a December, 1863, issue of the New York Tribune a statement that there was an army of twenty thousand rebel soldiers lying in wait at Point au Pele' Island, for the purpose of making an attack upon the United States army post at Sandusky. That the plan was to liberate the rebel prisoners who were in the army prison at Johnson's Island, which is located in Sandusky Bay, only three miles from the city of Sandusky. If true, this was indeed a very serious matter, for it was entirely possible, if the ice became strong enough, as it often did, for the army to march directly to Sandusky by the way of Middle Island, Kelley's Island and Marblehead, which were convenient stopping places, about equally distant from each other and the two terminal points, as a glance at the map will show.

Within a few days after this article appeared in the Tribune, Captain Wm. S. Webb of the Kelley's Island home guard, Company E, received an order from

General Terry to report to Captain Bassett, commanding the army post at Sandusky and Johnson's Island. Captain Webb, immediately upon receipt of the order, went to Sandusky, where he received instructions regarding and an order to establish picket or look out camps at strategic points along the north shore of Kelley's Island.

Upon his return to the Island, Captain Webb called his lieutenants, Bristol and Lang, into conference and made arrangements for establishing the guard.

On January 15, 1864, the first patrol guard was established at West Bay and named Camp Cattanach, because Mr. Cattanach's fish house was utilized. The pickets were stationed at intervals along the shore from Cameron's Point to Long Point.

The men were skeptical and inclined to make a joke of the affair, for few, if any, believed that any danger threatened.

They were dubbed "The Frontier Guards" and numerous practical jokes were played on them. Some one, under cover of darkness, placed a wooden dummy on the ice, so that it appeared to the two guards who saw it as day was breaking, to be a man approaching from the direction of Canada. The officer of the guard was called and excitement was temporarily high; but soon the hoax was discovered and great hilarity followed.

On the following Thursday night, an alarm was caused by the guards reporting as seeing several lights on Middle Island, supposed to be signal fires of the rebels.

Captain Webb was immediately called to the scene. He ordered the Orderly Sergeant, Erastus Huntington, to call out the whole company at the first signal of alarm. Nothing further occurred during the following day, except that the company was called together at three in the afternoon at Kelley's Hall where extra ammunition was issued and the company ordered to "Sleep on their Arms" at the hall that night in anticipation of a possible night attack by the rebels.

In the meantime, Morris Lincoln and Oscar Dean were sent to Middle Island to investigate.

It is almost unnecessary to say that these events caused the wildest excitement on the island. Many packed up their most valuable and more easily moved effects in readiness to leave the island in case it was attacked. Others hid themselves, their silverware, money and jewelry and while the men were away, the women and children gathered in their neighbor houses too frightened to stay alone. Some affected to be entirely unalarmed and attributed the so-called signal fires to "Northern Lights" or Aurora Borealis, quite common in winter months.

Lincoln and Dean returned to Kelley's Hall about midnight and reported that they had found no traces of fires, or foot tracks in the snow near Middle Island, and that there was no danger to be apprehended from that quarter.

On the following day, Mr. Stancel and D. K. Huntington were sent to Put-in-Bay to obtain information, with instructions to proceed as far as Point au Pele' Island, if found necessary. One of them returned that evening and reported having met Mr. Price of "Pelee" Island who had told them that there was no army at the island, nor had there been any. Mr. Price evidently was considered a reliable authority.

On receipt of this report, the guards were called in, and the company dismissed. It had been under arms from January 15th to 22nd inclusive. This was not their first experience in camp for they had spent a week in drill at Toledo encampment in September, 1863.

Soon after this, at the request of Colonel Smith, in command of the United States army post at Detroit, Captain Webb detailed Hamilton Hays and Morris Lincoln to follow a gang of thirty rebels who had crossed the ice at Detroit. During the absence of Hays and Lincoln, Captain Webb went to Sandusky. During his absence from the island, another message arrived from Colonel Smith stating

that a rumor had reached him that the rebels had concealed a cannon on the Canadian shore and that he had already sent three different men who had been unsuccessful in their search for it. However, he wanted further search to be made by some one from the island.

On the return of Hays and Lincoln, Hays was sent across the ice to Canada and Lincoln returned to Detroit.

Hamilton Hays must have been a man of exceptional qualifications for the work, for he was successful in locating the gun. His report was forwarded to the United States authorities at Washington who took the matter up with the Canadian government with the result that the gun was seized and dismounted.

It seems that Hays found the gun mounted on board a small sailing vessel, the schooner Montreal of Kingston. She had a crew of sixteen men, who professed to be wood choppers awaiting the opening of navigation to go up the lakes. A tale that was manifestly absurd. Hays was offered a job but refused, and returned as fast as possible to the island with his report, which was sent by Captain Webb to General Terry by whom is was sent to General Hinzelman in command of the Department of Ohio, who sent it to the United States Secretary of War at Washington and within ten days, the vessel was taken possession of and the men arrested by the Canadian authorities.

On April 24, 1864, Frederick Kelley died. He was a member of Company E and on Monday, April 25th, he was buried, the company attending the funeral in uniform. The first sad ceremony for the company.

On this same day, orders came for the company to join the United States army for one hundred days' service.

Great excitement ensued on the island, for there was some unwillingness on the part of a number of the company to leave the island unprotected in case of a rebel raid from Canada.

Orders came on May 1, 1864, for the company to report at Sandusky on the following day at 10:00 A. M. On May 2nd, about sixty members of Company "E" went to Sandusky and were quartered temporarily in the mayor's office and commercial rooms in nearby buildings.

No better idea can be given of the events of the succeeding days than to quote from the diaries of Jerry Dean and George Bristol.

Mr. Dean May 3rd Tuesday—"Great excitement in the Company about substitutes and the duce to pay all around—no rations furnished yet—plenty of grumblers about."

Dean May 4th Wednesday—"No orders received for the Battalion to do anything yet—Wife came over to town—I went home on the Gazelle after the Queen left."

Bristol—May 4th. "In Sandusky all day first drill. When Queen went back I bid good bye to wife."

Dean May 5th.—"I went back to Sandusky on Queen in morning."

Bristol May 6th.—"Received orders this P. M. for Battalion to go to Camp Chase Columbus next Monday. Leave for home in morning."

Dean May 7th.—"The Company went home on Steamer Parsons this A. M.

Met the Queen near Marblehead and took off ten men returning from furlough. Two days' rations ordered for Monday morning."

Bristol May 7th.—"Came home on the Steamer Parsons, at home all day."

"Order came to detach the Company from 13 Battalion."

May 8th.—"At home all day."

Dean May 8th.—"Captain Webb went to town on the Queen."

May 9th.—"Company "E" went to Sandusky and returned again being detached from 13 Battalion."

Bristol May 9th.—"Went to Sandusky today, brought arms home."

The Company remained on Kelley's Island until the 20th.

Dean May 20th—"Queen took Company to Johnson's Island. Directed to pitch tents on west end. Mustered in U. S. Service for 100 days or less."

"U. S. Steamer Michigan came in and anchored close to prison."

The Island was utilized as a site for a prison for officers of the Southern Army.

Bristol May 20th—"Came to Johnson's Island with Company, myself and company except Captain Webb and Lt. Lang mustered into U. S. service for 100 days."

The reason for Captain Webb's not enlisting at the time, was because the authorities decided that until the full strength of the Company, 100 men, had been enlisted, no officer higher than First Lieutenant could be allowed. This permitted the acceptance of Mr. Bristol who was first lieutenant.

Only about sixty of the company having at that time enlisted.

Every effort was made to fill the company, a bounty fund had been raised and bounties were paid to outside men to fill the vacancies. In the meantime it was represented to Mr. Bristol that as Webb was a much older man and had been the Company's Captain for a long time, it would be the proper thing for him to resign his position in favor of Mr. Webb, which he accordingly did and on May 25th Captain Webb enlisted as first Lieutenant of the Company. Everybody hoped that the Company would be filled to its quota, in which event, the officers were to be the same as they had been on the island with a few minor exceptions. In the meantime, Mr. Bristol and Mr. Lang remained on the Island awaiting developments.

On May 28th they returned to Johnson's Island. Nineteen more men joined the company that day but still it was short its full number.

On May 29th the company was filled and Bristol and Lang joined the Company taking their old rank of 1st and 2nd Lieutenants respectively, while Webb assumed the Captaincy, as before.

The Company remained on Johnson's Island awaiting orders until Monday June 6th when they started for Washington and the front, as Company K—130th Regiment O. N. I. Before they left, the Gazelle arrived with many relatives and friends to bid the men a last farewell.

It is not our purpose to follow the fortunes of the company at the front. Suffice it to say that they were under fire a greater part of their time near Petersburg at the seige of Richmond and when their time was up, the regiment the Company was in, was sent to Toledo, Ohio, to be mustered out. They arrived there September 12th. The Company was kept in Camp awaiting the arrival of the mustering officer and pay-master.

On Saturday September 17th the Regiment was furloughed till the next Monday and about thirty of the Island men started for home. They left on the 4:40 P. M. train and arrived in Sandusky at 8:00 P. M. and left in a sailboat for the Island where they arrived about midnight.

Sunday was spent very happily and the men were ready to start for Toledo on Monday. When the Queen arrived, she brought a telegram stating that the Company would be mustered out on Tuesday.

At six o'clock P. M. Monday September 19th, the men boarded the Island Queen bound for Toledo—arriving at Middle Bass she landed at the Wherle dock along side which lay the Steamer Parsons.

No sooner was the Queen made fast than she was boarded by a company of about thirty-five armed men, whose leader demanded immediate surrender. Taken completely by surprise and having no weapons of defense, there was nothing to do but to submit quietly. After being held aboard the Queen for an hour or two, the men were allowed to go ashore and soon after, the two boats departed. The Parsons had been captured by this same company, most of whom, boarded her at Amherstburg on the Detroit river, where the Parsons had stopped for passengers. The boats disappeared in the darkness.

The Queen was scuttled and sank in shoal water not far from the Bass Islands, on Chick-a-no-lee-reef. The Parsons proceeded to Sandusky bay, where the rebels hoped to capture the U. S. gunboat Michigan which lay at anchor near the Rebel prison on Johnson's Island. A plot had been made to drug the Michigan's crew, so as to render them helpless to defend themselves. But this was discovered in time and the Michigan's Commander warned, so that when the Parsons arrived off the mouth of Sandusky Bay about midnight, the signals that the Rebels had agreed upon were not made. Becoming suspicious that their plans had gone amiss, the raiders turned the Parsons toward Detroit and crowded her at full speed, probably expecting pursuit by the Michigan. The Parsons was abandoned in the Detroit river and the Rebels escaped into Canada. Burleigh was captured later, being extradited from Canada and taken to Cleveland for trial, but for some reason, was sent to Detroit for imprisonment, where he escaped into Canada and eventually to England, he lived until 1914.

His second in Command, Captain Beall was captured later, while attempting to blow up a railroad bridge near Buffalo. He was hung. Beall has been generally regarded to have been the leader of the party. But let us return to the men at Middle Bass. On Tuesday morning, September 20th, at day break, they went across the bay from Middle Bass to Put-in-Bay and after dinner, sailed for Kelley's Island on the sloop Gazelle, with a large number of men and women.

On Wednesday September 21st at 4:00 P. M. the men again started for Toledo, going to Sandusky on the tug General Burnside and by train to Toledo where they arrived at 9:00 P. M.

On September 22nd the Company was mustered out and most of them left for the island, going to Sandusky by train and to the island on the Sloop Coral; arriving at the island about 9:30 P. M.

Lieutenant Lang remained in Toledo to draw the pay for the Company.

In the meantime the Island Queen had been raised and taken to Sandusky for repairs.

The fate of the Parsons was not known for several days and she was daily expected by the islanders to make a raid upon them. The excitement ran high and valuables were secreted again. Every steamboat that approached the island, filled them with fear until her peaceful character became certain.

It was thought at the time, that the Parsons would make other captures and that possibly a fleet of Rebel commanded ships would raid the shores of Lake Erie. Imagine their relief, when authentic news of the Parsons arrived.

Dean's diary says: "On Sunday afternoon September 25th, 1864, the Queen came from Sandusky for the first time since repairing the rebel damages. Captain Webb and Lt. Lang came."

Monday September 26th. "Received my pay for 5 2/3 months services in the U. S. Army, from May 2nd to September 23rd—$99.95."

Report of Township Treasurer

Bounty Fund

"April 1st, 1864 to amount received County Treasurer		$2,703.90
By amount paid for recruits above all subscriptions	$ 697.65	
By amount paid for men on July call from taxation	2,500.00	
Paid on 8 men December call	203.90	
	$3,401.55	
Receipts as above	2,703.90	
Balance my due	$ 697.65	

A. S. Kelley, Treasurer."

On their return to the island, the men thankfully went to work on their farms and vineyards; taking up the duties of life almost as if no interruption had occurred.

There was a good grape crop, although it was less than it should have been, because of the grape rot. However, good prices prevailed and the islanders received substantial sums from the sale of their product.

CHAPTER 12

IMPORTANT DEVELOPMENTS

Several events took place in the year 1865 that had a profound effect on the destinies of the island and the islanders.

The first was the publication on February 7th in the 6th volume of the Islander, of the prospectus of the Kelley Island Wine Company. Extracts from which, are given in the chapter devoted to that interesting phaze of island history.

By the end of the year, the company was fully organized and had commenced to operate, having rented Mr. Charles Carpenter's wine cellar and dock for temporary use, until the Company could erect a larger cellar of its own.

The far reaching effect of this enterprise was not then realized and every one was so optimistic over its future, that the Capital Stock of $100,000.00 was soon subscribed for, and fully paid up.

On May 14th another transaction took place, that was to lead to even greater and more beneficial results. It was the beginning of the consolidation of the quarries, by the purchase by F. and N. Kelley for $45,000.00 of the quarries and docks of Wm. S. Webb and the Webb and A. S. Kelley stone interests. This was the largest transaction in real estate since the settlement of the island, and put F. & N. Kelley into possession of all the stone docks on the South Shore.

Graded schools were first instituted on the island that year. In this year too, the Protestant people of the island who had been holding religious services in Kelley Hall for sometime previously, secured the services of Rev. Robert McCune, who came to officiate as a regular pastor. He was the first Protestant English speaking minister ever regularly engaged on the island. This resulted in the formation of the Union Evangelical Church which later developed into the First Congregational Church.

Thus, it will be seen, that the material, mental and spiritual development of the island, went on together, chronologically at least.

Other events of minor importance, yet of great interest to the islanders occurred in 1865.

The Island Queen which had served the island so long, was considered to be inadequate to the demands of the growing population and she was sold. But before that event occurred, Captain Orr had resigned. He had sailed her since she was put into commission in 1854. Ill health was the cause for his resignation and Captain G. W. Magle took his place. The stockholders appointed A. S. Kelley and W. S. Webb to find a boat better adapted to the trade with the result that the Steamer Evening Star was purchased at a cost of $45,000.00.

The "Star" was twice as large as the "Queen," the latter 172 T. the Star 340 T., and could carry twelve hundred passengers.

The "Star" reached the island for the first time, on September 18th and was immediately put on the route with Captain Magle in command.

The Philo Parsons was also sold in August to Chicago parties. She was succeeded by the new Steamer "City of Sandusky;" but proving too large, the "Sandusky" was replaced by the "Island Queen" on the Detroit-Sandusky route and she ran till the close of navigation 1865.

On September 30th, the new steamer "Messenger" commenced making tri-weekly trips between Cleveland and the islands. The "Star" laid up in Sandusky on December 9th.

On December 13th Monitor was launched and started for Sandusky manned by "The Experienced mail carrier Oscar Dean."

One other event took place that year that is of interest. It was the building of an ice house by J. E. Woodford and John Wing. It was located on the shore of the lake, east of Table Rock, near Addison Kelley's pond.

Strangely enough, this was the first public ice house of any size built on the island. Before that time, the islanders had gotten ice from Sandusky ice houses.

The grape crop was good, notwithstanding complaints of rot in some vineyards. The average price was 8c per lb.

The school District No. 1 school house having become inadequate to accommodate the children, a third school house was erected, and a graded school system inaugurated.

It had been a custom of Addison Kelley to give a Christmas dinner and to invite to it all his nearest relatives every year.

He started this custom in 1838. Mrs. E. K. Huntington his sister was one of his guests on that occasion The dinner was given in his new home. Then the only frame dwelling on the island; all others being log cabins.

He gave the twenty-eighth annual dinner in his great stone mansion near Inscription Rock. This house, like the other, was the finest on the island at the time. It had just been completed that year, 1865.

Mrs. Huntington was present at the Christmas dinner and this is what she said about it.

"Yesterday was the twenty-seventh invitation I have accepted to take a sumptuous dinner on Christmas at brother Addison's and I assure you it has been food for reflexion as well as for the inner man."

"Twenty-seven years ago, our Christmas dinner table was spread in the house now owned by Adam Schardt." (This house was destroyed by fire later.)

"There were great trees growing and great logs about the ground where now our vineyards are."

"Near the spot where the elegant mansion stands, where we sat at meat yesterday, there stood an old log house with only a small clearing around it for a garden spot." (Note by NEH. This was built by Nicholas Hoskins in 1830.)

"The land valued at eight dollars an acre then, was dearer at that price than it is today if valued at two thousand dollars an acre."

"Twenty-seven years ago, there were two frame houses on the island. Our Christmas dinner table was spread in the best one." (The other was the school house.) "This year, there are fifty. The poorest of them, better than the best was then and our dinner table was sat in the best house in 1865."

"A great change for the better, is also noticeable in our transportation to and from the island. Then, we were at the mercy of the winds or some stray boat going by; now, we have at our service, almost as good a boat as any that were on the Lake in 1837."

"Our roads on the island were then mere paths winding about in the woods; so muddy and rough that horses and wagons were of no account, as they would not stand such rough usage. Ox carts were the only vehicles that would stand a trip to the north side and back, and no one would think of making the trip except from necessity. Now, what a change; it is nothing but fun to ride over the island."

"The exports of the island twenty-seven years ago would not exceed 3,000 dollars, now it will exceed 400 thousand dollars."*

"Will the physical condition of the island change as much the next twenty-seven years as the last twenty-seven years?"

"What a change there has been in our whole country the last twenty-seven years."

"In 1838 there was not a foot of railroad in the State of Ohio. Now, there is over three thousand miles of railroad in Ohio."

What would Mrs. Huntington think if she could see the automobiles that have displaced the horse and buggy, that afforded her the "fun" of riding about the Island.

What would she think of the several miles of railroad track and the engines and cars that now take the place of the dray and horses at the island quarries?

What would she think of the Hydroplanes that pass the island on their trips between Detroit and Cleveland?

CHAPTER 13

THE WINE INDUSTRY

In its prospectus, published in the seventh number of Vol. VI of the Islander, February 1865, the following argument was made for the creation of this company. As it gives an insight into the grape industry at that time, this extract is given verbatum. "The islands have a reputation that is getting to be national, for the excellent quality of grapes that they are capable of producing; and as a consequence of good grapes—good wines and brandies. The latter have not as yet acquired the celebrity that the grapes have and why?

We have allowed Cleveland, Sandusky, Cincinnati, St. Louis and other wine manufacturers to do the business that we should have done ourselves. From our excellent grapes, have been manufactured the American Wine Company's best advertisement for the present and future sale of their wines. A reputation that should have legitimately been kept at home and which is yet within our control." "If these manufacturers of wine who do their business from ten to five hundred miles from here, can purchase boxes, transport the grapes a long distance, bear the expense of an agent for 5 or 6 weeks in purchasing—stand the loss by leakage and moulding and after all this be at the same expense in manufacturing and yet make a large profit on the grapes they buy here, who does not—nay who can be so blind as not to see that it must be a great deal more profitably done here?"

In the first number of Volume VII of the Islander, under date of December 15th, 1865 we find the following items in the local page:

"The Company has been fully organized, and is now in good condition. The Company has rented Mr. Carpenter's wine cellar for a period of five years as a temporary place to make and store wine until it can build another cellar that shall answer the purpose better.

"The company has also secured the services of Chas. Farciot to superintend the manufacturing department. He comes directly from the American Wine Compay of St. Louis, with good recommendation from the officers of said company.

"They have bought a little over hundred tons of grapes which are this year unusually rich in saccharin, the average price being 6 1/2c, the range being from 2c to 7 1/2c according to quality. A small quantity was secured from the Peninsula and the neighboring islands but for the most part, the grapes were produced on Kelley's Island.

"The capital stock of $100,000.00 has been nearly all subscribed, there remaining only 25 shares unsold." (It was later increased to $200,000.00).

Mr. Carpenter leased his dock to the Wine Company in 1866 and they built a boarding house on the dock for the convenience of its men engaged in constructing the New Wine Cellars. This building was destroyed by fire in 1872, and here we must temporarily abandon the chronological order of general events and follow the logical order in the wine industry.

The difficulties and vexations of the grape and wine industry set forth by Addison Kelley, President of the Wine Company in an article in the Islander 1874-5 as follows:

"A grape grower writing for the last islander, thinks that the Wine Company did not do the fair thing last year in not buying all the grapes produced as they have done in the past.

"Perhaps good reasons can be given for not doing so.

"First: That during the first four or five years the demand for wine was equal

to the supply, and prices ranged over $1.00 per gallon clear of barrels, cost of selling and bad debts. With grapes at six cents a pound, there was a satisfactory profit to manufacturer and the grape grower received satisfactory price for his crop.

"Since then, California has come into the market with wine made from grapes at 3/4 of a cent a pound. With reduced freights by rail, putting down wine in New York for 50c per gallon, yielding good returns to both producer, manufacturer and jobber.

"Since the panic in 1873, it has been necessary to keep out 'drummers' to sell wine for eighty cents, costing 10c a gallon including losses from bad debts in consequence of crowding sales to sell it. Now, wine including barrel, is offered at 65c. The barrel costs 5 cents a gallon, selling, etc. 10 cents, netting not more than 50 cents for the best wine made from well selected grapes, leaving not more than 10 cents a gallon for labor, cellar, presses, casks, interest, taxes and profits.

"If there are any dividends made from last year's business, not much can be made from 'Still Wine.'"*

*("Still" not sparkling like champagne.)

The writer then discussed the complaints regarding the grading of their grapes and that some did not receive the price the quality entitled them to, and explained that the grapes were not judged by their appearance as formerly, but bought by a Saccharimeter by which their sugar content was ascertained. The sweetest grapes only, brought the highest price.

He also stated that grapes were imported onto the island from Put-in-Bay, North Bass and the Peninsula because obtained at better prices or terms than some of the island growers were willing to accept. The latter made their own wine, rather than accept the price paid by the Wine Company and he concluded by saying that when they sell, then they can tell whether they should have accepted the price offered by the Wine Company. We quote again.

"There were about 650 acres in bearing in the year 1872. Allowing fifty dollars for raising per acres, leaves $70.00 for use of land or good interest on one thousand dollars per acre with one-third of a crop some vineyards doing better, some worse.

"The average gross yield was $120.00 per acre or a total gross receipts from vineyards of $78,000.00."

The following table of the Wine production of Kelley's Island for the year 1872 is taken from Vol. XIII, No. 1 of the Islander and is given to show the large number of wine cellars on the island at that date. The table was prepared by Mr. Addison Kelley.

Name of Manufacturer	Vintage of 1872 Gallons	Old Wine Gallons	Total Gallons
Kelley Island Wine Co.	60,000	103,550	163,550
Jacob Rush	20,000	5,000	25,000
Louis Beatty	9,000	5,000	14,000
John Stokes	6,000	1,000	7,000
H. Koster	5,000	1,000	6,000
Samuel Hamilton	4,000	300	4,300
J. E. Woodford	4,000	---	4,300
A. Chedler	3,000	2,000	5,000
Titus Hamilton	2,000	2,500	4,500
F. Shipple	2,000	1,600	3,600
Wm. Becker	2,000	600	2,600
H. Olemacher	2,000	----	2,000
C. B. Wells	1,100	2,000	3,100
H. Lang	800	4,200	5,000

Homer Woodford	700	----	700
Dodge	700	----	700
Pauline Reidy	500	1,200	1,700
C. Seeholzer	500	900	1,400
F. Gerkins	500	100	600
R. Reidy	400	150	550
I. Bergen	300	500	800
J. Himmelein	200	100	300
Jas. McGettigan	---	1,100	1,100
Jas. Estes	---	3,000	3,000
Kasning	---	2,500	2,500
Henry Vogt	150	150	300
All others estimated	1,150	1,550	2,700
TOTALS	126,000	140,000	266,000

Mr. Kelley proceeds to estimate the value of the crops as follows:

Valuing the new wine at 60c per gal., the total value of grapes made was $75,600
Grapes sold for table use estimated at 40 tons @ $60.00 2,400

Total value of grape crop $78,000

Mr. Kelley observes that this is as large or a larger sum than received for the stone and says further: "The large amount of old wine principally vintage 1871 on bond, is attributable to its working and roiling in the summer making it unfit for market. The price of first class wine at wholesale has ranged from 60c to 90c and has sold in small lots at $1.00 to $1.25. The gross receipt will probably average $125.00 per acre in grapes."

Mr. P. Howletts—Grape growing experience as given in the Islander, Vol. 15 (1874-75).

"A few facts relative to my success as a grape grower may be of interest to some.

"Ten years ago (1864) in connection with another gentleman, I commenced preparation for putting out a vineyard of forty acres on Kelley's Island. The land was good, but with little improvements, yet the price that was paid was $28,000.00, an average of $700.00 per acre.

"The improvements for ditching, roots, posts and wire and setting posts and roots brought the price up to the round sum of $1,000.00 per acre, to say nothing of buildings.

"No pains were spared in putting in everything in the best of order to insure success. The very best authorities were consulted as to the best and most approved methods of working, trimming, etc.

"No difficulty was experienced in bringing up the vineyard. The vines grew to full size in three years from the time of setting.

"The fourth year the vineyard was planted, we expected some returns. The question to be discussed was, what shall we do with our grapes? Sell them or make them into wine?

"Notwithstanding the assurances of the oldest islanders that the grape crop never failed, it was not true of 1866, for the crop was a partial failure. Thus were our hopes dashed to the ground.

"About that time a company was formed to build a wine cellar on Kelley's Island. At that time, quite a number of persons who owned presses and had casks and cellars sufficient to store their own wine, were induced to sell their presses and abandon wine making.

"An arrangement was made or entered into on the part of the wine company and the grape growers and the latter have had no reason to find fault this last season. In the year 1874 we were favored with a very large crop of good grapes, and lo and behold, the company was not in the market, but we were turned over to the tender mercies of speculators and shysters.

"Thus it is with grape growing. Nothing certain, nothing sure." He concludes his article by advising all growers to make wine and not to depend on the wine company in the future.

There was published in 1878 a curious circular in the form of a letter written by "John" to his friend "Jim," and as it throws considerable light on the wine company subject, we give extracts from it. The account is disguised under an account of a suppositious ammunition factory, a thing which never existed on the island, and is in part or follows:

Kelley's Island, August 8, 1878.

"Friend Jim:

"Yours of the 10th ult. just received, and now as to your inquiry as to how we are getting along on the island since you left.

"Many stock companies have been organized about here since you left. Sandusky Wine Company, Put-in-Bay Wine Co., Kelley's Island Wine Co., also the large manufacturing firm of Wehrle, Werk & Son of Middle Bass. I believe they are all doing well, Mr. Wehrle is doing a profitable business and is spoken of as a capitalist.

"Shortly after you left, we organized a company for the manufacture of ammunition, fire arms, etc. Some eight years ago we increased our stock to two hundred thousand dollars, and have just received a Nichols and Lefevre gun, a thing that has troubled a few citizens along the south shore of the Island, but the gun will be mounted on wheels and will at all times be fired north, so that none of the heavy stockholders living along the south shore will in any way be injured. We have an elegant building where our gun and all our other machinery necessary to run such a company are kept, it is a very fine structure built entirely of stone and cost us upwards of $65,000.00

"We made money like fun while we were doing business in the old building. Our Superintendent is a hard worked and a shrewd fellow and a "Natural Chemist,' but somehow or other his chemistry did not work as well here as it did in the old country, where he learned his trade. So he began at once to experiment on refining our 'powder' as soon as the new building was put up, but for two or three years he could not make the thing work. Great quantities of 'powder' were returned to us damaged or spoiled and that on hand in our vaults turned blue or moulded and would not go off, and consequently the large amount of powder thus spoiled by his trying to refine it, cost the company not less than twenty thousand dollars.

"The old machinery was discarded and the finest there could be found in New York was bought. This machine was gold and nickel plated and a French professor of chemistry was sent for, and our Superintendent went on with his work and this too turned out to be a failure, after enormous expense to the company. His attention was also called to the refining of our 'shot' and a large machine was bought in Buffalo for the purpose of making our shot more effective, so that it would kill whatever it penetrated. This too was a failure.

"There is a government tax on all manufactured goods. The revenue officers got after us for not refining as much shot as the capacity of the machine required, and we then disposed of the machine as soon as possible, with but a trifling loss to the company of but four or five thousand dollars.

"So you see with all three drawbacks and high salaries, the company has run

into debt, although we had a capital of one hundred and eighty-seven thousand five hundred dollars paid up.

"I presume we could not get today, over twenty cents on a dollar for the stock, but in the past year or two our machinery has been discarded, and all our powder and shot is now hand made, as the term goes.

"Yours & c.,

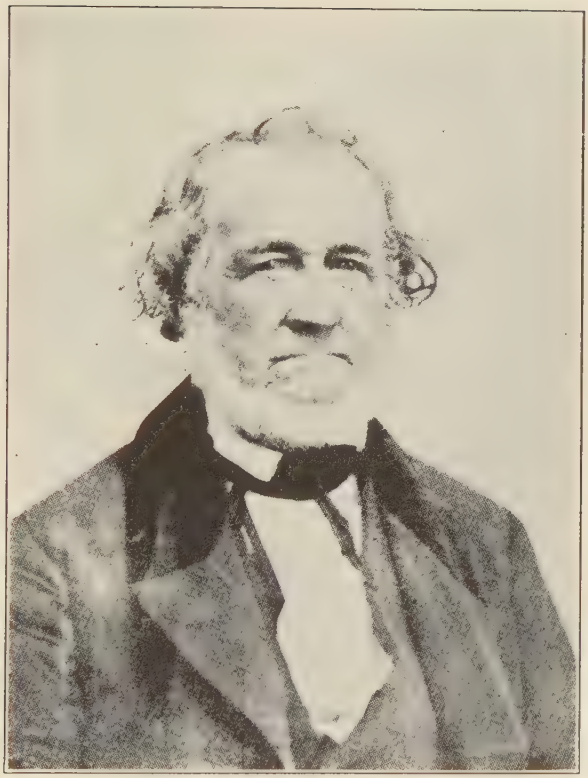
"John."

(For powder read wine.)
(For shot read brandy or champagne.)

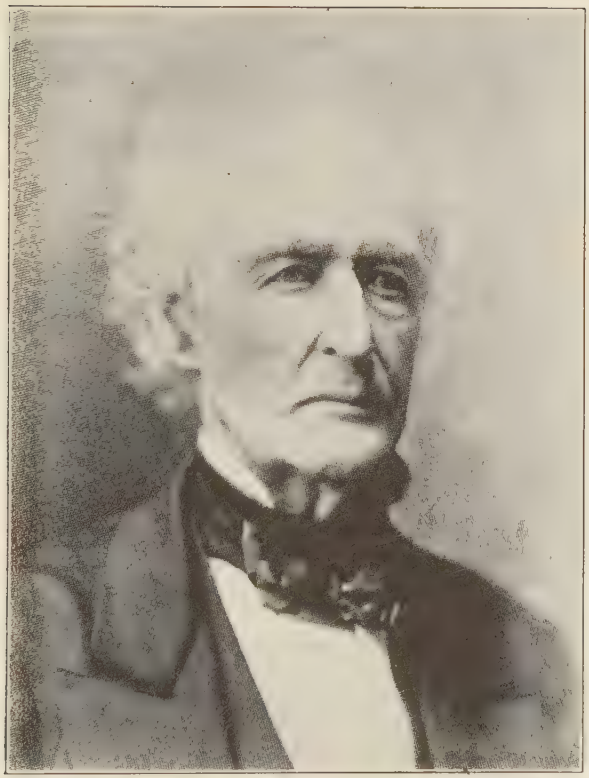
It has been conjectured that this curious publication is the work of Titus Hamilton and Uri L. Ward in collaboration.

When the eighteenth amendment to the constitution became effective, the wine companies on the island, as elsewhere, were obliged to close and at first this seemed an overwhelming calamity to the island grape grower. But the demand for grapes for private consumption created such a market that the price of grapes rose above what had been prevailing for some years before the prohibition law went into effect and the grapes of the island found ready sale.

It is true that the acreage of grapes has been gradually diminishing. Grape root borer and other diseases have reduced the productivity of the older vineyards and together with the prohibition law discourage the grower from setting out new vines.



DATUS KELLEY



IRAD KELLEY

CHAPTER 14

DATUS AND IRAD KELLEY

On 24th of January, 1866, died Datus Kelley, aged 80 years, the patriot and original proprietor of Kelley's Island. He was a wise and gentle leader, a councillor and friend of all. He was universally loved. His generosity is exemplified in his gift to the people of the fine public hall. It is constructed of the stone of the island and is a dignified and fitting monument to him and his dearly beloved wife who joined him in the gift. A more extended account of the hall is given in another place.

Datus and Irad Kelley were "Teetotallers," which in those early days was an exceptional and unusual attitude in regard to intoxicating liquor. No intoxicating liquor was permitted to be imported on the island so long as Datus exercised his paternal government, or until 1840.

The brothers paid a bonus to their employees at the end of each month, for having abstained from intoxication.

Of course, the rule was broken and liquor was smuggled to the island and some men failed to receive a bonus; but every effort was made to make the island a safe and sober community.

Datus Kelley was a leader, as we have shown, in the, religious, moral and social, as well as the business life, of the community.

The funeral sermon was eloquently delivered by the gifted and versatile Rev. McCune who bore testimony to Mr. Kelley's many excellencies.

Irad was not so prominent in the affairs of the Island as his brother Datus because unlike the latter, he did not live there.

Yet, it was largely due to his business enterprise, that the Island investment became a profitable one.

It was through him that most of the early sales of stone and cedar posts were made.

He was a man of restless and adventurous nature. He made many trips which for those early days before the time of railroads were long and tedious.

Beginning with 1812, he traveled back and forth between Cleveland and New York and Montreal on business.

He journeyed by horse-back and by stage-coach through the Carolinas, Georgia, Kentucky and Tennessee and made a trip to New Orleans via stage to Cincinnati and boat via the Ohio and Mississippi rivers in the forties. He went to California and return via the Isthmus of Panama in the early fifties. He visited the Island frequently and established his sons George, Charles, Franklin and Norman in business there. At Cleveland he conducted a prosperous business for many years. His home on Euclid Ave. was one of the "show" places of his day.

He was postmaster of Cleveland for twelve years from 1817 to 1829.

He died suddenly in New York City, in 1875, aged eighty-four years on the eve of his departure for a trip to South America.

CHAPTER 15

1867

On January 5, 1867, there appeared an announcement in the Islander that the Kelley Island Dramatic Club was about to be formed and that the membership was limited to twenty members. It also said that those who wished to join should manifest their intention without delay. From the fact that many flattering reviews of the plays given by this organization are found in the pages of subsequent Islanders, it is fair to assume that is was an unqualified success and did much to enliven the winter evenings of the community.

It is not out of place to remark at this point that because these island people were thrown upon their own resources to a greater extent than are similar communities on the main land, for means of entertainment, that they developed an astonishing number of talented people.

The histrionic power displayed is said to have been of a high order and to have compared favorably with professionals who occasionally visited the island or were seen in Sandusky and other cities.

Besides the Dramatic Club, there were the Band, the Choral Society or Musical Union and the Literary Society, all developing talent of various kinds, of which more will be said in the chapter on "Island Products."

On December 12, 1867, there occurred a storm of such violence as to do great damage to island boats, docks and shore protections. Very high water caused by the storm almost flooded the houses lying close to the water. Much of the road along W. D. Kelley's place was washed away.

The boats lost or destroyed were as follows:

Large Skiff, owner Alvord & Son, total loss, blown away.
Sail Skiff, owner Alvord & Son, total loss, blown away.
Skiff Hulda, owner Lang & Reidy, blown away.
Skiff, owner George Wright, blown away.
Skiff, owner George Wright, damaged.
Clipper Sassy Sam, total loss.
"Home," owner Wing & Worden, damaged.
Sail Skiff, owner Ward & Preston, damaged.
Two boats, owner Chapin, total loss.
Skiff, owner Henry Elfers, total loss.
Yawl Scow Eagle, West Bay, seriously damaged.

There is now a high sea wall extending along the waterfront of the south shore for a long distance. Some of this had its beginning when the repairs after this storm were made.

Grape crop 900 tons, of which 300 tons were shipped in boxes for table use and 600 tons made into wine, estimated value $100,000.00, averaging a little over 5c per lb. The table grapes brought about 8c, wine grapes about 4c per pound.

There were 11,064 cords, or 60,852 tons, of stone shipped, valued at $41,300.00. Some improvements were made in the docks.

Four new houses were built and three quarters of a mile of new plank sidewalk was laid.

Extracts from a contribution by Addison Kelley published in Vol. 9, No. 3 Islander January, 1869.

"Among stationary things is one old veteran Jacob Hay, as gay and young

apparently as last new year. Enjoying good health and doing general repairing business as usual. But even here a close observer will see progress. The house he was building last year, 1868, is now occupied for a general store by John Reinheimer, and is ready for painting. The Hays block is one of the favorite resorts of the Island, judging from the numerous arrivals and departures.

"The store on the corner is the same internally and externally, except of a new platform in front. There is but little change in members of the Lodge.

"Doctor Bellamy, the German doctor, left the island, finding 'calls' too infrequent, leaving Miss Dr. Spaulding the only doctor on the island.

"Resignation of Rev. McCune and installation of Rev. Holbrook as pastor of the Congregational Church.

"There is another church organization here which has regular preaching in the summer, but no resident preacher. This was the German Evangelical or Methodist.

"Six places or groceries where 'The ardent' can be obtained"

Alfred S. Kelley was appointed postmaster February 5, 1868.

November 4th. The election showed 148 votes polled with 44 majority for Grant.

The grape crop was about half that of the preceding year, yet it was estimated that $30,000.00 worth of wine was made worth $1.00 per gallon wholesale and $60,000.00 worth of grapes shipped, total $90,000.00.

In consequence, land dropped in value fully half.

The stone trade was very good—11,400 cords shipped, value $40,000.00.

The fishing never better—catch estimated worth $13,000.00.

CHAPTER 16

1868 to 1876

Great excitement was occasioned on the island by the report that a boat containing four men was seen off Long Point late Wednesday afternoon, December 16th. 1868.

The men were unable by reason of the ice and current to make their way to shore. Some had attempted to reach shore over the ice, but when last seen they had abandoned that attempt and returned to the boat.

It was ascertained that they were Martin Robb, John Haley and Timothy Falvey, who had gone to Middle Bass Tuesday, December 15th, where they were joined by Lawrence Kalb and set out to return to Kelley's Island. After they were lost to the view of the islanders, signal fires were lighted on Long Point, which were answered by lights from Pelee and Middle Bass. The night was very cold and the wind strong from the west and when morning came, two men set out in a boat to search for them, fearing that they might have been overcome by cold and exhaustion. The two men returned after a prolonged absence and reported no signs visible of the lost ones. Nor were they ever heard from again. It is thought that they all eventually went over Niagara Falls with the ice in the spring.

Another exciting event of the year 1868 occurred when a gang of negroes from a "propeller" made a raid on the home of Mr. Charles Martin after the family had retired for the night. They broke in the door and one of them chased Mrs. Martin to the boarding house nearby, where men employed in Norman Kelley's quarry were quartered. Others attacked Mr. Martin, but before he was seriously injured the neighbors came to his relief. The one who had chased Mrs. Martin was so severely pounded by the men of the boarding house that he died a day or two later in the Sandusky poor house where he and one other, who was severely injured, were taken. The rest of the gang left in the propeller they came in, but were in a more or less bruised condition.

W. S. Webb was elected County Commissioner of Erie County in 1869 and thereafter for several years spent much time in Sandusky. The steamboats Evening Star (island owned) and Reindeer owned by Mr. Fox of Put-in-Bay were put under one management and in the name of The Lake Erie Steamboat Company, with A. S. Kelley president of same.

The Island House was purchased from the Datus Kelley heirs by Mansfield capitalists in 1869. The grape crop was satisfactory. The quarries were prosperous. Norman Kelley & Co. secured a contract for supplying paving stone for Detroit. Calkins & Company secured a contract for supplying one thousand cords of stone for "cribbing" the Cleveland water works.

Commercial fishing was very unsatisfactory. The German school was abandoned and that lead to an increased attendance in the public schools.

Christmas was celebrated at the hall as usual by a Christmas festival with Christmas trees with many lights and presents.

We give a list of the pupils attending the Island Grammar School in 1870, which is taken from a report of the superintendent. It is possible that some of the names will have been forgotten:

A Division	*B Division*	*C Division*
Nettie Cameron	Willie Beatty	Lewis Moatz
Mary Carpenter	Peter Mootz	John Haley
Peter Ditchie	Lucy Shirley	Sara Carpenter
Lutie Dean	Chas. Quinn	Anna Quinn
Walter Dean	Arthur Dean	Edward Brannon
Willie Moysey	Mary Ann May	David Moysey
John Moysey	Lydea Titus	Harry Berden
Henry Reicher	Fany McGettigan	Joseph Kolb
Bill Webb	Lottie Hinde	Irving Kelley
Eddie Ward	Kittie Elwell	Willie Kelley
Bertie Ward	Sarah Lincoln	Chas. Townley
Mary Townley		Charles Webb
Henry Kelley		Herman Kelley
Chas. Kelley		Grace Parmenter
Willie Harvey		John Mootz
		Willie Titus

In 1870, Mr. Titus Hamilton was employed to teach in the North School District No. 3, vice Miss Mary Rush resigned.

The grape crop was good both on Kelley's Island and on the Bass Islands that year and the island was in a very prosperous condition. The total income was estimated to be about $200,000.00 for the year from grapes and stone not considering other sources of income, such as that contributed by summer guests, the fishing industry and general farming.

The grape crop produced about	$150,000.00
The stone business about	50,000.00

There were twenty-three fish pounds set out that year and the total catch was good but not profitable, because divided among so many. It was thought that one third as many pounds would have caught as many fish.

1872. Six families left the island for other homes as follows: Ross Chapin, A. W. Parmenter, Wm. Lacy, Wm. Blair, Henry Worden John McLean and Morris Lincoln, the latter going out west.

Erastus Huntington was appointed Postmaster February 6th, 1872.

Several new families moved on to the island in 1872. The grape crop was about one-third as great as previous year, a disappointment to the growers. The prospects having been very good earlier in the season. The reason for the small crop, was failure to ripen owing to a cold wet fall.

Two new roads were opened in 1872 one running from West Bay to the South Shore, and one from West Bay to connect with the road running across the island. (Division Street.)

The Kelley Island Wine Company completed their cellars in 1872. Mr. Jacob Rush also constructed a cellar with a capacity of 70,000 gallons.

Titus Hamilton a cellar of 22,000 gallons. Calkins & Company built a large boarding house on North Side for the use of their employees. Also docks, ice house and lime kilns.

"1872. July 24th a marked day in the history of the island. The veteran pioneer, Jake Hay yielded to Cupid darts and lead to the Hymeneal Altar, Miss Ellen Pollen."

August 24th.—The first political pole ever erected on the island was raised in front of the store by the Democrats who called it a "Greely and Brown" pole. The total vote cast, 151.

November 26th.—Steamer Jay Cooke left on last trip to Detroit for season.

The population estimated, 604.

1873. On Sunday March 23rd the B. F. Ferris the first steamboat of the season arrived at the island. Because of ice about the regular steamboat dock it landed its passengers and freight at the stone dock of Norman Kelley.

April 12th.—The Steamer Evening Star called at the island for the last time, having been sold to Detroit interests.

April 14th.—The Ferris took the route for a short time, followed by the Reindeer. The Riverside commenced calling on April 21st and the Sarah Van Epps in short order. The chronicler says: "We then had more steamboats than passengers."

On July 4th.—The Steamer Gazelle came on the route (Sandusky to the Islands.)

During September a large amount of pine and hardwood lumber washed ashore. The salvage was a "God-Send" to many an islander. It probably was a deck load that had been washed off some lumber carrier during a storm.

The grape crop was almost a total failure. What few grapes were fit for market brought high prices. The Wine Company paid 10c per pound for Catawbas.

Mr. Jacob Rush purchased the Island House and Mr. C. C. Townley, returned to his home in Mansfield early in the following year.

Erastus Huntington bought a new checker board in 1873 and the chronicler in the Islander said that "most of the loafers at the Lodge had their pants half soled in order to withstand the nails in salt barrels and nail kegs they set on while watching the games."

It has been stated by one historian, that during the first fifty years of the island history or up to 1880, "There had never been a case of felony in the community, and an arrest for misdemeanor was a most unusual occurrence." The dockets of the Justices of the Peace as reported in 1872 by Mr. Addison Kelley, show the following cases: (Population etc. has been added by the writer for comparison.)

Year	Population	Votes Cast	Civil Cases	Criminal Cases
1854	300	---	18	3
1855	---	---	5	1
1856	Record missing	---	---	--
1857	---	---	16	2
1858	---	---	28	5
1859	---	---	13	2
1860	600	105	15	4
1861	---	---	12	5
1862	---	---	3	2
1863	---	---	2	-
1864	585	117	2	1
1865	---	---	9	1
1866	---	---	15	3
1867	---	---	61	14
1868	840	168	37	3
1869	---	---	29	12
1870	836	---	7	1
1871	---	---	14	8
1872	---	151	1	--

Mr. Kelley said: "Many of the civil cases of '67, '68, '69 were confessions of judgment. Only a few litigated. In 1870 and 1871 there was a great reduction on the sale of beer and whiskey."

From 1867 to 1872, there was large increase in the island population, owing to activities in the stone business.

During these years there was a large number of workmen on the island engaged in building the large cellars of the Kelley Island Wine Company and Calkins & Company made large additions in buildings and docks at the North Side quarry.

In 1873 the Island lost some of its most prominent residents by removal. They were as follows:

Wm. S. Webb and family moving to Santa Barbara, California.
Miss Doctor Spaulding moving to Santa Barbara, California.
J. E. Woodford and wife moving to Auburn, Indiana.
Rev. M. K. Holbrook and family moving to Denver, Colorado.
C. C. Townley moving to Mansfield, Ohio.

Mr. Townley had managed the island house since its purchase by Mansfield interests and returned home after the hotel was sold to Mr. Jake Rush.

George P. Bristol and family moved to Cleveland, Ohio, intending to remain permanently, but returned to the island before the end of the year.

Henry Olemacher moved to Toledo, Ohio.

The Kelley Island Dramatic Club gave a series of entertainments in the winter of 1873. A list of the dramatis personae was given, it is as follows: Titus Hamilton, George P. Bristol, Zinah Kelley, Miss Laura Kelley, Miss Nettie Cameron, Erastus Huntington, M. F. Lincoln, Miss Grace Townley, Miss Nettie Cameron and C. C. Townley; the latter was leader of the troupe at the time.

The stone business for the entire island exceeded for the first time in the history of the island, that of the Grape Crop.

G. W. Calkins & Company shipped for the year—4,333 cords.

86 cargoes averaging 50 1/2 cords per craft.

As a cord of stone weighs five and one-half tons the average capacity of the vessels was 277.75 ton.

This company employed twenty men throughout the season.

The stone business of the entire island amounted to over twenty-one thousand cords or about 115,500 tons valued at ---------- $68,000.00

The stone figured at $3.25 per cord.

The total grape crop was 320 tons divided as follows:

260 tons Catawbas at $200.00 per ton	$52,000.00
60 tons Concord and Ives at $100.00 per	6,000.00
	$58,000.00

The Kelley Island Wine Company sold wine amounting to $30,000.00 as follows: 65,000 gallons wine, 1,800 cases champagne, 500 cases brandy.

This company paid taxes to U. S. Government and County of about $1,000.00 in 1873.

The total Island valuation for taxation for 1873 was as follows:

Real Estate	$134,126.00
Personal Property	150,492.00
Total for taxation	$284,618.00

Reports of Board of Education:

Paid teachers in four schools	$1,240.00
Paid repairs, fuel, superintendents and incidentals	845.64
Total school expenditures	$2,085.64

Amount cash on hand	$2,443.99
Amount of cash received from taxation	$2,443.99

Census of youths between 6 and 21:

Male	158
Female	154
Total	312

1874. Mr. Himmelein made large additions to his hotel in 1874 and greatly improved its appearance. The grape crop of that year was the largest per acre of any crop since 1863.

The total amount of land in vineyard being 650 acres. The estimated value of crop was $135,000.00 About $210.00 per acre gross. While very satisfactory, this was far from the $400.00 per acre that the early growers received in 1861.

On Friday November 20th, 1874, the Schooner Exchange went aground near the end of the old railroad dock. She had received a load of stone at the Middle dock, and had made sail in an attempt to get away. Before she got "way" enough she drifted into shoal water and struck hard and settled immediately. Most of her deck and cabin were above water after she had gone aground.

Captain Lawler and her crew were cared for by Mr. George Bristol who was then the Superintendent of N. Kelley & Company's quarries and was at the time temporarily occupying the home of Mr. W. S. Webb who had gone to California. The house was facing the shore near the docks.

The following Sunday, Captain Lawler assisted by Mr. Bristol worked about the wreck removing the cabin furnishings and the captain's private property.

On November 27th, the representative of the Insurance Company who had been sent to inspect the Exchange, abandoned her and left the island.

In the Spring of the following year, an attempt was made to raise her. Six steampumps were put to work on her. They lowered the water to some extent and considerable stone was removed from her hold. But she was found to be beyond repair and was abandoned.

The wreck became a favorite resort for the boys who swam to her or rowed tc her where they spent many happy hours.

Black bass were always plentiful about the wreck and it became a favorite resort for anglers until she yielded to the attacks of ice and storms and gradually disappeared leaving no trace behind.

On February 20th, 1875, incorporation papers were signed by a group of islanders asking for a charter for the Kelley's Island and Sandusky Cable Company. The charter was granted and the Company incorporated March 23rd, 1875.

The cable was laid by the steamer Gazelle in June and the first message was sent from Sandusky at 3:00 P. M. July 8th, 1875.

See chapter entitled The Telegraph and Telephone.

In this year, Messrs. Hughes Bros. and Bangs contracted with N. Kelley & Company for block stone for the Soo Canal and dock.

Mr. Wherle of Middle Bass bought grapes of Kelley's Island growers at prices ranging from 2 1/2c to 2 3/4 per pound buying in all, 336,700 pounds for which he paid cash and took weights at Kelley's Island.

In contrast with the bumper crop of 1874, "The grape crop of 1875 was the poorest ever known on the island, yet it yielded more ready cash than the whole island would have produced if planted to any kind of grain," said Addison Kelley in the Islander.

The number of live stock on the island in 1875:

Horses, 139; Mules, 1; Hogs, 117; Cattle of all kinds, 144.

There were also:

Carriages, 37; Watches, 41; Pianos, 6.

The most exciting event of the year 1875 occurring on the island was the burning of a large part of the cellars of the Kelley Island Wine Company. The three upper cellars and their contents were completely destroyed during the night of August 30th. The spectacle was sublimed as the great sheets of flame mounted skywards illuminating the entire island with the glow. The islanders were helpless, having no fire fighting machine of any sort although it is doubtful if it could have checked the fire if they had possessed one. The damage was estimated at between $25,000.00 and $30,000.00.

The buildings were restored in time to care for the grape crop that fall and work was continued in constructing a new cellar.

Barker Van Bleck & Company contracted with G. W. Calkins & Company in 1876 for block stone for the Soo Canal dock and employed about 150 men at the work of getting it out.

This was the second lot of stone for the "Soo" taken from the island.

CHAPTER 17

1877

On July 3rd, 1877 Mrs. Elizabeth Self disappeared in a very mysterious manner during the night. She was a widow living with her young family, the oldest a boy perhaps not over fifteen years old, in a rather solitary house on the north side near Long Point. The event caused great excitement and almost every islander turned out to assist in the search for the missing woman.

The woods and the shore for miles around were thoroughly gone over by many people without a trace of her being found.

Her children gave rather vague accounts of her disappearance. But it seems that after they had all retired for the night, they heard a disturbance in the house, groaning and sounds of a struggle, but the terrified children made no effort to investigate until the morning when they found that their mother had disappeared.

This occurrence caused the wildest excitement among the islanders and conjecture ran wild as to what had become of her.

On July 14th her body was found, washed ashore off Mr. Dwell's place in the East end.

Decomposition of the body had advanced, but not so far but that marks upon the throat could be seen, indicating that she had possibly been murdered. Her murderer if there was one, has never been found.

The Self family had lived on the island for several years before this tragic event occurred. They came from Pelee Island where they had lived for a time after their arrival from England.

Not being satisfied with life at Pelee and being attracted to Kelley's Island by the reports they had heard of its prosperity and various activities; especially in the development of its quarries, Mr. Self brought his family to Kelley's Island in a sailboat hoping to find employment for himself in the quarries and a more comfortable home for his family.

They found a house belonging to Herman Koster. It was next to St. Michaels Church.

Soon after his arrival, Mr. Self was taken ill and died. The family of young children and Mrs. Self were forced to beg for food. As soon as their condition became known, the Ladies Aid Society of the Congregational Church undertook to care for them and soon enlisted the co-operation of the generous island people. The Self family were made comfortable in another house given them rent free on Mr. Robert Hamilton's property on the lower part of Long Point. Almost all the men of the "Lodge" went to the woods and chopped firewood for them on one occasion. The house was in the woods and rather a lonely situation and unfortunately for Mrs. Self, this seemed to have given an opportunity for the tragedy. Mrs. Self was a woman of refinement and gave evidence of having seen better days.

In June of 1877, the U. S. Coast Survey sent a party to the island to make a survey of it and adjacent waters. The party was in charge of A. C. Lamson who made many friends on the island during his stay of over three weeks. A signal tower was erected eighty feet high opposite Mr. James Seton's place on the Hamilton road, from this were taken the primary angles.

The latitude was found to be 41° 35″ N., longitude 80° 42″ west.

November 27th, 1877 the Congregational Church building was dedicated. It

had been completed during the summer. Rev. Robert McCune preached the dedicatory sermon and he was assisted by Rev. J. P. Preston and Rev. C. H. Frazer. Rev. Preston having preached to the islanders for two years just preceding and the latter just assuming the duties of minister. Rev. McCune had served the Protestant islanders as their first minister and had organized the church in 1866. The Church was dedicated free of debt.

The Chronicler in the Islander said, "The two Sewing Societies contributed about half the funds and the other half was raised by subscriptions."

A new high school house was erected near the center of the island near the No. 2 Primary on Division Street.

The Ohio State Fish Commission established a fish hatchery on the island in 1877, with Mr. Charles Carpenter in charge. Mr. Carpenter had long seen the necessity for artificial fish propagation especially for black bass and white fish and had been advocating its establishment for years previous to this. It was considered at the time quite a victory for Mr. Carpenter.

A pumping engine was erected near the shore and a water pipe line was laid to Mr. Carpenter's abandoned quarry which was damned up so as to hold sufficient water for the purpose. This was rather a crude affair but it served its purpose.

Mr. Carpenter bore the entire expense of this installation, but is understood to have been reimbursed later by the State of Ohio.

The Island house which had been under the management of Mr. Jacob Rush since 1874 was burned to the ground on November 2nd, 1877.

Between two and three hundred men did all possible to save the building and succeeded in rescuing about one thousand dollars worth of the furniture such as billiard tables, the piano, etc.

The store of E. Huntington was saved by heroic efforts on the part of the men, whose clothing caught fire as they dashed the water on the blaze. An occasional bucket full had to be thrown on the men to quench the smoldering fire in their clothing. The water was brought from the lake in buckets and barrels. The buckets were passed from hand to hand along a line of men reaching from shore to the buildings. Wagons also were loaded with empty barrels and taken to the dock where the barrels were filled and rushed away to the fire The loss of the Island House was the second of the kind and was one of the most severe ever occurring on the island equalling or exceeding in financial loss that sustained by the Wine Company.

Mr. Rush was ruined financially by the disaster and soon left the island to find a new home in Kansas.

Grape Crop and Wine in 1877

The K 1 Wine Co. bought 304 tons Island Catawbas.

68 tons Island Black grapes
47 tons all kinds from Main land

419 in all at 4 1/2c for red and 2 1/2 for black grapes

Wehrle Werk & Sons bought----------95 3/4 tons Catawbas
Wm. Cook of St. Louis bought----------12 1/4 tons

A large quantity of table grapes were sold and shipped away, an approximate or estimated yield of 600 tons in all for the island. This was the smallest crop for many years—an average of less than one ton per acre, and an average gross profit of $60 per acre.

The Concords yielded $50.00 and the Catawbas $90.00 per acre gross.

A DIRECTORY IN VERSE

The following Verse by Sarah W. Rush is given verbatim as it appeared in the Islander of 1876-77. Volume No. 17. It is not only historical, but clever. It begins thus:

"Dear Islander:

We got our Rhyming Machine at work a few days ago, it was pretty rusty and creaked now and then almost as bad as the Ladies Congregational Church Society's sewing machine, but finally started off this way.

"Rev. J. P. Preston at Kelley Hall
Leads the people of the Congregation all.

"Rev. Honeker of the German Methodist Church
Teaches all who for Bible truth do search.

"Rev. Kuhl of the German Reformed
Shows how duties should be better performed.

"The bell which calls the faithful to prayer,
Tells in echoes loud Father Hill is there.

"Our constables are Messrs. Elfers and Ward
Who for the rowdies, have not much regard.

"Messrs. Bowman, Webb and Howlette the school directors
Are the tired teachers kind protectors.
(Here the machine began to creak, but we coaxed it to go on.)

"The High School is taught by Mr. Bates
And with other schools, takes no second rates.

"Miss Lissa Ward does teach the lisping child,
Who finds her a teacher good and mild.

"Miss Hettie Ward teaches in the school house north
From whence with learning, comes the children forth.

"In the east end school teaches Miss Sarah Titus
When you go to call, remember to invite us.

"Of learned Doctors we have but two
Spaulding and Henderson which we think will do
(For a healthy little place like this)

"The teacher Mr. David is in the Catholic School
You'll find him well versed in practice and in rule.

"If your boots or shoes you may wish to mend,
Go to Elminger my friend.

"A nice dress you may need every once in awhile,
Mrs. Upp will make it in the very best style.

"Of sewing Societies we have two,
Both of which the best of work can do.

"They'll make you wristlets of colors gay,
Or a beautiful pin cushion stuffed with hay,
Or a pair of mittens to give away.

"When for a good carpenter you wish to send,
Wm. Denzer is your nearest friend.

"When work you want done with neatness and dispatch,
Mr. Jacob Hay is for any man a match.

"If a Blacksmith you may chance to need,
Mr. Upp or Bunk, will work with care and speed.

"Mr. Henry Trischman supplies us with meat
Lamb, veal, pork, beef or dainty pigs feet.

"Mr. D. K. Huntington is collector of Custom,
Goes for the smugglers and is sure to 'bust 'em.'

"At E. Huntington's dry goods store,
You'll find every thing you want, and one thing more.
(Tobacco smoke.)

"Heckerman and Elfers keep the newest store of all
When you wish to trade, please give them a call.

"Mr. E. Huntington is Master of the Post
Proceed for him if your letters are lost.

"Of township fathers we have three,
That are wise and honest we all agree.

"That they fail in one thing we acquiesce,
For in lighting the Hall they're not a success.

"Messrs Dean, Elfers and Trischman are the very men
If they'll give us more light, we'll elect them again.

"N. Kelley & Company sell much stone
Lime, Pier and Building of the best kind known.

"The Kelley Island Lime Company in trade
Will sell lime and stone 'till their fortune is made.

"The Wine Company's building still towers on high
Though through it the fire fiend leaped from Earth to Sky.

"Mr. Addison Kelley is President of the Co.
While a Kelley is Secretary whose middle name is Stow.

"Of first class hotels we have three
If you can't find them come with me.

"The 'Island House' first will catch the eye
Huntington's Pilgrim Tourists never pass it by.

"The Schardt House shortly after will appear,
Where you may look for welcome and good cheer.

"The Himmeline House by its sign you will know
And now no further will you need to go.

"Our Lyceum not least, we mention last of all,
With Mr. Hamilton for President meets at Kelley's Hall.

"Here the machine broke down and we ask the kindly
Forbearance and tender mercy of the Critic."

CHAPTER 18

EDUCATION

The first school teacher on Kelley's Island was Miss Lucretia Wood who in 1836 taught ten pupils.

The first school house was erected in 1837. Miss M. H. Dean taught in it the first winter.

My authority for the above is an article on early Island schools which was published in the first volume of the Islander.

It is known that J. E. Woodford was one of the early teachers but not the date when he taught. We find a record in the township clerk's book that in 1847-48 Miss Jane E. Johnson and Miss Elizabeth Roosevelt taught.

In 1850, District School No. 2 was established in the east end; it was on the Woodford road not far from J. E. Woodford's farm. About 1852, Miss Mary Kelley, daughter of Julius Kelley, taught in this school. Prior to 1850, the only school house was the one on Division Street. The little frame school house was succeeded in 1853 by a large two-story stone building.

M. K. Holbrook commenced keeping school in the new school house Dec. 26, 1853. In 1858, George P. Bristol arrived on the island fresh from Hiram College and began to teach in District No. 2. He was then nineteen years old. He taught in District No. 2 until he left the island to go to war in 1864.

District No. 1 school was taught by Mr. Wm. Hull in 1862 and by Mitchell Hamilton possibly in 1864. The graded system was inaugurated in 1865, and a "select" school taught by W. K. Holbrook was started. It was held in the basement of Kelley's Hall. This was the beginning of the Kelley's Island High School.

In 1869, Mr. Holbrook was made superintendent of schools. From 1867 to 1870 the Rev. Merchikens, pastor of the German Reformed Church, taught a German school in the basement of Kelley Hall.

Mr. H. L. Bates continued the Select School started by Mr. Holbrook. It also met in Kelley's Hall.

In 1873, there were about 200 children of school age. In 1877, a frame high school building was erected near Primary School No. 2 on Division Street, near the center of the Island, at a cost of about $1,300. It was said to be, at the time, the nicest school building on the island.

Mr. David was the first teacher of the Parochial School, 1876-77.

In 1901, a new brick high school building was erected and named the Estes School, because it was by the generosity of James Estes in bequeathing the sum of $15,000.00 for the purpose that the building was possible.

This is now the finest school house on the island.

The Kelley Island Library Association was organized February 21, 1864, under the direction of M. K. Holbrook and E. C. Barnard. Membership fees for men one dollar, for women fifty cents. The association boasted of a membership of thirty-two active and three honorary members by the end of the first year.

It had thirty-two books in the library and eleven dollars and five cents in the treasury. In 1876, the library contained about four hundred volumes comprising a good selection of histories, biographies, travel, poetry, fiction, etc. It had book-cases, paintings and other embellishments.

It was kept in Kelley Hall for thirteen years. When the Congregational Church building was completed in 1877, the library was moved to its basement and was eventually put in charge of the Young People's Association of that church.

The library was appreciated and its books were drawn out, but borrowers were careless about returning them. From time to time we come across notices in the Islander requesting the return of certain volumes or information regarding their whereabouts.

At last, the library was abandoned, largely because it was difficult to find anyone to act as librarian.

After an interval of perhaps ten years, a Ladies' Library Association was incorporated in 1896. A room was rented in the rear of the store "on the Corner," and book-cases and furniture installed. The old shoe shop of Elminger was used. The books were transferred to the new quarters and many additions made.

An attempt was made to keep the room open three evenings a week and daily for certain hours. The work of keeping library was entirely voluntary and, for a time, several public spirited women gave much time to it. But the patronage did not justify the effort. Finally it was kept open as a public reading room on Sunday afternoons only; and it was well patronized for several years.

Mrs. Angeline Kelley gave much of her time to caring for the library during this period.

Funds for the support of the library were obtained largely from an endowment made by Mr. A. S. Kelley, who set aside some shares of the Kelley's Island Wine Company. The income derived from it was paid to the Library Association. This source of support was kept up by Mr. Herman Kelley after the death of his father, and until the dissolution of the wine company.

The ladies supplemented this income by giving bake sales, etc. Another plan which resulted in securing about $300.00 for the library was a mile of pennies solicited by one of the ladies.

Mr. Andrew Carnegie was solicited for aid, but the ladies were unable to raise the sum necessary to obtain the Carnegie assistance.

After the erection of the new Estes High School in 1901, the more modern books in the library were donated by the ladies to the school. Thoroughly disheartened, the ladies gave up and closed the library. The older, and in some instances, more really valuable books were boxed up and placed in storage in the attic of Mr. Fred Elfers' store. They were eventually sold for junk.

CHAPTER 19

THE TELEGRAPH AND TELEPHONE

In the year 1875 occurred the inception and completion of the laying of a telegraphic cable line from the Island to main land, an event which was the greatest advance made since the building of the Islander in 1846, which was exchanging the sailboat for the steamboat.

On the 20th of February, an application for certificate of incorporation was signed by Erastus Huntington, Jacob Rush, Emeline K. Huntington, Addison Kelley and Lester Carpenter. On March 23, 1875, the company was duly incorporated.

The capital stock was placed at $10,000.00 and divided into 100 shares of $100.00 each. On the 4th of May the last dollar was subscribed and a meeting of the stockholders held for the election of officers which resulted as follows:

Directors: Norman Kelley, Jacob Rush, E. Huntington, Lester Carpenter and Mrs. E. K. Huntington.
President, Jacob Rush.
Vice-President, Norman Kelley.
Secretary and Treasurer, Erastus Huntington.

The directors began negotiations for the purchase of the cable and also held a conference with representatives of the Western Union and Atlantic and Pacific Cable Company relative to a land line from Sandusky to Marblehead to connect with the cable that was proposed to be laid from the Island to Marblehead.

The cable was purchased from the Bishop-Gutta Percha Company, New York, and a contract was made with the A & P. Cable Company for that company to build a line from Sandusky to Marblehead free of expense to the Island Cable Company.

The cable was successfully laid by the steamboat Gazelle on the afternoon of June 19, 1875. It was said by one of the large parties that accompanied the steamer to watch the work, that men were kept busy pouring water on the rail of the boat where the cable was running out, to prevent it from taking fire from the friction made by the cable.

The land line was ready a little later, and on the afternoon of July 8th the first message over the line was sent from the manager of the Sandusky office and was received at the island at 3:00 P. M. from G. T. Adams.

The next was congratulatory message from Sandusky's mayor, Mr. George Daniels, to the citizens of Kelley's Island.

The first paid message was sent by George J. Hoster, Kelley's Island, to Jno. Hank of Cincinnati, Ohio, consisting of nineteen words. Mr. J. C. Batchelor of Yellow Springs, Ohio, was employed as operator.

The cable continued in service except for occasional breaks caused by ships' anchors being caught in it. Grappling for the broken ends and splicing them and relaying the cable at a place less likely to be injured in a similar manner were the next steps. The cable now comes ashore in the little cove east of Inscription Rock, and the land line now runs from there to the office of the Kelley Island Line and Transport Company, who bought out the Cable Company in 1899.

Mr. Huntington and Mr. Henry Kelley had already worked out a plan for using the cable for both telegraph and telephone, and as the Lime Company was receiving messages day and night regarding the arrival of boats and other busi-

ness, it was necessary to have a man on duty at night to receive them. It was the duty of the night watchman to answer the telephone. It so happened that an epidemic of diphtheria was raging at Marblehead, where as has been stated, the cable line connected with the Sandusky line.

The operator at Marblehead would telephone the messages to the night man whose duty was to write them down and give them to the superintendent in the morning. One morning during the epidemic the superintendent was called to answer a complaint made by the Marblehead operator. "Why don't you have a night man to take our messages?"

"We have a night man."

"Where was he last night? He did not answer my call."

"I don't know. I will investigate."

The superintendent then called in the night man. "Why didn't you answer the call from Marblehead last night?"

"Well, sir, I heard that they have diphtheria bad over there and I was afraid I might catch it if I talked to him," was the reply.

Another laughable case occurred when one of the quarry men wanted to talk to a friend in Sandusky. Both were foreigners and unable to speak English except very brokenly.

After vainly trying to make himself understood and to understand the Sandusky man's poor English, it was suggested to him to speak in his native tongue. A look of incredulous astonishment came into his face and he said, as he pointed at the "phone": "Dis spick Slavish?" "Yes" was the reply. The look of delight that came into the poor fellow's face was only equalled by the volume of language that poured forth from his lips as he talked in his native tongue with his equally astonished and pleased friend at the other end of the line.

CHAPTER 20

POSTAL AFFAIRS

Prior to the establishment of a post office on the island, which did not occur until 1852, all mail for the islanders was sent to Sandusky where it was called for by anyone of the island people who was in town. There seems to have been no contractor who carried mail to the island until some time after the establishment of the post office.

The mail, therefore, was received very irregularly. In the early days, mail from the east arrived by mail coach at Sandusky three times a week and from Columbus, Cincinnati and the south twice a week. From Detroit, Chicago and the west about once a week.

Mail coaches drawn by horses labored over the roads on the main land at a snail's pace, for the roads were almost impassable during much of the year.

Some mail came to Sandusky by steamboats. The mail was brought to the Island from Sandusky by sail boat during the summer and by row-boat or over the ice in winter.

After the steamboat Islander commenced to run, she brought the mail about twice or three times a week during navigation season, and the Island Queen did likewise, for which service no pay was received by the boats.

We quote from local items in Vol. IV, No. 2 of the Islander, dated Saturday evening, December 19, 1863. The Queen was laid up. "About noon on Sunday (December 13th), the Zula, Captain Dayton, with a couple of passengers and the mail found their way through the fog (a dense fog had prevailed for several days) and by steady rowing, got to dock, bringing a couple of days' later news, but nothing very exciting in the war line. The sloop Gazelle was busy all day hauling pound stakes. Monday, the wind blew a gale all day from the S. W. The Zula got her sails up to go to Sandusky (but the Captain decided it was too stormy to venture).

"Tuesday the Zula took the mail but did not return. Wednesday wind fresh from the east with rains and snow. Thursday the Gazelle got her centre board shipped and started for Sandusky about 1:00 o'clock P. M. The wind grew lighter and finally failed her when she had reached the mouth of the bay. A drizzling rain set in. About dark a breeze sprang up from the southwest and freshened to a strong wind. They endeavored to 'beat' into the bay, but the current was setting out so strong they could make no headway, and so they returned to the Island where they arrived about 10:00 P. M. Wet, hungry and disgusted.

"The following day the wind blew a gale from the W. S. W., yet Captain Vessey, the contract mail carrier arrived in his staunch little craft, the Zouave, bringing from Marblehead a large mail bag crammed full of papers and letters. It was the first received since Sunday morning, almost a week previous.

"The Zouave brought some passengers, too, Jared Titus and George Kelley among them. They landed at the Huntington dock."

In 1863, the mail carrier who engaged to carry the mail for 3½ months in the winter was Captain Vessey. He made a round trip every Tuesday and Saturday, wind and weather permitting, to the main land at Marblehead, leaving on the days mentioned and returning on the day following. For this service he was paid $4.00 per round trip. He was also allowed some small expense items, mostly for repairs to his boat, amounting to less than $10.00 per season. The total ex-

pense for this service was reported by the island postmaster to be $86.00 for the season of 1863-4. The government allowed but $50.00 for this. The deficit of $36.00 was partly made up by private contributions and the remainder was sustained by the postmaster, who later put in lock boxes which he rented, and by this means raised some of the money necessary to defray expenses.

Charles Hitchcock carried the mail during the winter of 1860-61, and then moved to Put-in-Bay. He was succeeded in 1862-3 by Oscar Dean, who carried the mail until 1868 and afterward.

In the Islander of 1868-9, we find the following item:

"O. Dean, the veteran winter mail carrier, was succeeded by Charles Hitchcock of Put-in-Bay. Hitchcock was a former resident of Kelley's Island."

It is not certain just how long Hitchcock, who also carried the Put-in-Bay mail, carried the Kelley's Island mail that winter of 1868-69, but it was not for long, for we find from Mr. Jerry Dean's diary, that O. Dean and others brought the mail during that same winter.

On February 6, 1872, Erastus Huntington succeeded Mr. A. S. Kelley as postmaster. Just about six months prior to that date, the government postal authorities had, on July 30, 1871, established a money order station for the first time on the Island. During the remainder of 1871, only ninety money orders were issued, and most of these at about the holiday season.

During 1872, the Island office issued 367 orders, amounting to $6,998.56, and paid out on orders presented to that office the sum of $6,560.63.

In 1873, orders issued amounted to $6,664.67. Orders paid amounted to $5,817.84.

The fees for this service received by the postmaster amounted to $27.70. A sum so insignificant as to seem absurd, when one considers the amount of labor involved.

The amount of printed matter received by the nine hundred inhabitants of the Island in 1873 was then considered to be very large. Of the nine hundred, about six hundred were adults and of these about three hundred were men. The grand total of weekly, daily and monthly publications received on the Island in 1873, not including special copies, almanacs or catalogs, was 22,408, pieces or over seven hundred for every adult male on the Island.

Of the 214 copies of weekly papers received 101 of them were in the German language.

Prior to 1874, the mail route was a special, and a contract was made by the postal authorities with some one to carry the mail for about three and a half months during the time that the steamboats were not running in the winter season.

From the time that the Islander started to run in 1846 to the time that the Evening Star and Reindeer were sold in 1872, these island owned steamboats had always carried the mail free of charge.

In 1874, the authorities decided to employ a bonded carrier. As we have seen, money orders aggregating over thirteen thousand dollars had passed between the Island and the main land in 1872, and is seemed reasonable to suppose this would increase.

Not only was a bonded carrier thought necessary, but as a natural result, he must carry all the mail all the time. From that date, therefore, indiscriminate carrying was discontinued.

A contract was accordingly made with Mr. Henry Elfers to carry the mail during navigation season and twelve trips a month, or three times a week, for four months during the winter season, for which service he received $300.00 for the year.

Mr. Elfers was subject to some criticism for failure to make some of his winter trips on schedule.

We quote from an article which appeared in the Islander regarding this sub-

ject, for it gives an interesting insight into conditions. It says: "An effort on the part of the mail carrier to make the trips as regular as possible should be made. Fifty dollars a year paid out for the steamer in spring and summer and fall (Mr. Elfers utilized the steamboats when they ran) leaves two hundred and fifty dollars for four months in winter. Twelve trips a month makes forty-eight trips. This gives an average of $5.25 per trip.

"The cost of boats and expenses in Sandusky are compensated for by receipts from passengers, freight and errands."

Passengers usually paid a dollar and walked or pulled on the oars when necessary. Considerable freight was sent across when the ice was firm. At such times, the mail carrier drove one or two horses and a bob-sleigh. Errands were numerous and involved buying articles not obtainable at the island stores or carrying small parcels to Sandusky, etc. For this, it was customary to pay the mail carrier a small fee.

The contract provided for a penalty of $2.00 per round trip for each trip the carrier failed to make. The writer of the article quoted complained that instead of fining the carrier $2.00, he should be fined $10.00 per trip not made according the contract.

The week during which this complaint was made was recorded in the current events column of the same paper as follows:

"Wednesday, January 14, 1874. No mail this week, the lake to the south of us looks forbidding and were the mail carrier to attempt to go over on foot top of the ice all the way, he would make a bad job of it. Now is the time we want an ice boat and an iron clad at that, and a man of 'Hitchcock's pluck and endurance.' (It seems from this, that Mr. Elfers did not have an iron clad ice boat at that time. He supplied this want later.)

"Friday, January 16, 1874, the mail carrier had returned with two large mail bags full. A week's mail.

"Saturday, January 17, 1874, the mail carrier had been over to Sandusky and back today. Mail both ways."

In a succeeding number of the same volume, we find a reply to the article quoted above. The writer admits that there may have been occasions when a trip could have been safely made and was not, but, said he: "It is one thing to sit by the stove and tell how the crossing is, that all it wants is a little more muscle, etc., and quite another to go out with boat and pike pole and worry through four miles of thin ice, with a possibility of being carried down the lake with the current. On the fourth of January, 1875, the mail went over in a sail boat. The writer could not go then, on account of having to attend a meeting of the stockholders of the wine company, and he wanted to go much more than the mail carrier did, yet not until the Friday following did we see a time when we considered it possible to make main land with any degree of safety or certainty And to show how people's judgment differs, there was not one of those intervening days when we did not hear some one say, as he backed up to the stove, 'Elfers ought to go today, all it wants is work.' For one person to try it alone is farcical, and even for two to pull a boat four miles through thin ice with pike poles would have taxed human endurance beyond any sense or reason."

"Last month," he continued, "December, 1873, was a very bad one for crossing both the lake and the bay and Mr. Elfer lost 2½ trips and there are some who would fine him from $5.00 to $20.00 per trip so lost. He will be fined, but for my part, we contend he should be paid in full, inasmuch as he carries the mail daily for at least eight months and as good as three trips a week during the remaining four months." The writer quoted above was Erastus Huntington, the postmaster.

Soon after this controversy, we find that the lake froze up and a substantial

ice bridge was formed. Let us again quote from local news column of the Islander of that winter. "Sunday, Mr. C. C. Townley walked the entire distance from Sandusky to this island (about ten miles in a straight line). Henry Elfers also came, bringing the mail.

"Monday. This morning Jacob Rush went to Sandusky and back with his horse and sleigh, being the first person to try the ice with a four-footed animal.

"In the afternoon, Mr. Homer Woodford went over with his horse and sleigh, accompanied by A. W. Dwelle, James Estes and Jerry Dean. Mail went over and back.

"Tuesday. Quite a number of teams went over to Sandusky and back.

"Thursday. H. Koster succeeded in getting over and back with his horse and sleigh, but John Stokes, Esq., in trying to go over, got his horse in, about a half mile from the island, and would have lost him but for a crowd, who seeing the accident, ran to his rescue. The weather being warm, ice became treacherous. Mail came but did not go.

"Friday. It rained all last night, which put a stop to crossing with horses.

"Saturday. Weather warm and pleasant, mail went but at present writing has not returned."

In modern times, since the advent of parcel-post, the mail has increased to such proportions, that the mail carrier has to use two or three boats which he tows behind his leading boat. Two men are required to handle the mail and the leading boat is equipped with an overside gas engine propeller. Which works on the ice almost as well as in the water.

There was no post office nor no postmaster on the island until 1852, when Mr. George Kelley was appointed. The date of appointment being May 13th, 1852. He held the office for about two years.

On June 3rd, 1854, Mr. William S. Webb was appointed postmaster and held the office for nearly thirteen years.

On February 5th, 1868 Mr. A. S. Kelley received the appointment and he served as postmaster for four years.

On February 6th, 1872 Erastus Huntington became postmaster. He served for twelve and a half years.

On August 4th, 1884 Mr. Fred Elfers brother of Henry became postmaster and the post office was removed from the Corners where it had been for so many years, and established in Mr. Elfers' store which at the time was located where the post office is at present (1925). Mr. Elfers built the store now operated by Mr. Arnold F. Elfers afterward. He was postmaster for four years.

On August 10th, 1889 Mr. Ed. Ward became postmaster.

August 18th, 1893 Anton P. Duysing became postmaster.

May 29th, 1896 Nellie Duysing succeeded her father after his death.

March 4th, 1899 James H. Pellett.

March 9th, 1900 Nellie Duysing became postmistress.

March 16th, 1903 James Hamilton became postmaster and held the office for almost eleven years or until his death. His daughter Hazel filling his place until his successor Patrick Murphy was appointed February 26th, 1914. On November 29th, 1915 Frank Reinheimer was appointed post master, a position he still holds in 1925.

The Winter Mail Boats with Passengers Approaching Kelley's Island

CHAPTER 21

WINTER CROSSINGS

Perhaps no one who has never passed a winter on the island can realize the anxiety that fills every breast, when the mail carrier and his party are seen to be having trouble. Some one breaks through thin ice and great care must be exercised in extricating him lest his rescurers also break through.

When rescued, the man is fortunate if his dripping outer garments are quickly frozen stiff, for this keeps out the cold wind, which otherwise penetrates to his very soul itself and unless he is wrapped in many blankets, he would perish if far from shore when the accident occurs. Another cause of anxiety, is the mailboat being caught in slush ice.

When this happens, it may take many hours of exhausing labor to work thru a narrow strip of it. In such cases, night often falls and the men are lost from view. In this case, or when a snow storm rages or a sudden fog descends, the anxious ones on the island, build great fires as beacons to guide the struggling men in the right direction, for it is easy to lose one's sense of direction in the dark or when enveloped in a blinding snow storm or a fog. Should the storm or fog occur during the day time, the islanders ring bells, fire guns and blow the quarry steam whistles to guide the wandering ones to safety.

Many an anxious hour is passed by those on the island, who patrol the beach from end to end in an endeavor to locate the missing ones. For the benefit of those who are unfamiliar with the geography of the district and the travel routes followed, it is necessary to say that there are several routes taken in winter and this depends upon wind and ice conditions.

The Sandusky bay usually freezes across. When it is frozen sufficiently, one can walk across the bay on the ice from Sandusky to Marblehead peninsula. When this is not possible, he can take the train from Sandusky to Danbury and go across the Peninsula to Marblehead. From Marblehead to the island is the more difficult and uncertain passage. If the ice is solid, one can go by automobile or if not quite strong enough for so heavy a conveyance, then by horse and sleigh. If ice is treacherous, thin or broken, then the mail boat which can sail in water or run over ice as a sled. Sometimes one can go to Sandusky from the Island all the way on the ice, avoiding crossing the Peninsula.

The conduct of horses when crossing the ice is interesting. They are in great fear and once started, are eager to get across. The slowest "plug" on land, becomes a fast and spirited animal on ice. Sweat pours from him and the steam rises in clouds from his wet body. Horses are never taken on the ice unless "sharp shod" and they rarely slip or fall.

Should a horse break through the ice, he is immediately choked into quietness by a rope which has been previously put around his neck by his driver. Otherwise, the horse struggles until exhausted and then drowns.

No driver of experience, fails to adjust a rope-noose about his horse's neck before taking or driving him out upon the ice. When the horse that has broken through has been quieted in this way, his harness is loosened and a long plank is pushed under him. The plank is also an indispensable part of the equipment of the expedition.

The plank forms an incline up which the animal is pulled and in this manner brought out of the water onto the solid ice.

The noose is removed or loosened and the horse quickly regains his feet after he gets his breath.

Notwithstanding all these precautions, horses are occasionally lost.

In Vol. No. 6 of the Islander 1865-66, we find the following:

"Not long since a man, while attempting to cross from the Peninsula to Put-in-Bay, on the ice, was carried down the lake by the ice separating from the shore and drifting down the lake. He finally succeeded in reaching the shore at or near Black River (Lorain) after being on the ice for two days and nights without anything to eat. He reached the shore in an almost frozen condition.

"Also S. S. Dwelle started for Sandusky the same day and barely reached the shore (of the Peninsula) before the ice began to go down the lake. These cases ought to make a person a little more cautious when crossing over our 'Winter Bridge.'"

No better idea of conditions existing during the winter months can be conveyed to those unacquainted with the island than to quote briefly from Mr. Jerry Dean's diary of 1871.

"January 2nd, 1871. Wind blowing pretty hard. About a dozen or twenty went over this morning on the ice. Most of them afoot, a few with skates.

"January 3rd, 1871. Jake Rush went to Peninsula and back with horse and cutter, the first time any horse has crossed on the ice since two winters before last, three years ago.

"January 4th, 1871. Therm. 16 above zero this A. M. A. Hitchcock and Charley came over with horse and cutter bringing S. S. Dwelle, went back after dinner with the mail.

"January 5th, 1871. Jas. Martin and O. Dean went to Sandusky and back with horse and cutter. Thawing all day. The ice getting somewhat poor on the Peninsula shore. The mail went over and back. A. W. Dwelle and Jas. Estes came back.

"January 6th, 1871. Wind moderate from about S. around to N. W. at night. No one crossing today. Dan Huntington making preparations to fill his ice house.

"January 10th, 1871. Several horses and cutters crossed to town and back, got the (mail) twice today. Henry Reinhammer and another man came from Pelee Island this P. M., the ice poor over that way.

"January 11th, 1871. Weather thawing all last night and today. Wind south. No one crossing.

"January 12th, 1871. Wind south and thawing the last three days. O. Dean went to Peninsula and back with mail. The ice getting poor.

"January 13th, 1871. Clear, warm and pleasant. Thawing rapidly. A. W. Dwelle and L. Knowlton went to Peninsula in forenoon. Marion Lincoln and Colonel went over in afternoon taking the mail. None came.

"January 14th, 1871. The ice bridge gone this morning. Marion and Col. came with the mail after noon.

"January 16th. No one crossed today; fragments of ice drifting in the channel.

"January 17th. A. W. Dwelle and John L. Martin came from the Peninsula in P M. with boat and the mail"

After an interval of a week during which the ice was very thin or there was none except in broken fragments and crossing dangerous, yet made twice or thrice by O. Dean and others, the ice became firm and crossing very good on January 24th; but not thick enough for horses. On January 29th a large portion of the ice went down the lake. Crossing made in regular mail boat.

"February 6th. O. Dean, Uri Ward went to town after Doctor for Mrs. Dan Huntington. Left 3:00 P. M. and got back at 11:00 P. M. with Dr. Gawn They brought the mail

"February 8th. No islanders crossed. No mail.

"February 11th. Therm. 16 above zero. O. Dean went out and tried to cross with mail in forenoon but came back without getting far as the ice was thin in places." From this date to February 25th the crossing was made irregularly according to the condition of wind, water and ice. On the 24th a furious south wind blew all day and drove the lake clear of ice.

"February 25th. O. Dean went to Sandusky with the mail and back. Frank M. Kelley returned from St. Louis and G. W. Calkins came over also. The Bay open to town. Some ice in front of wharfs at the island, otherwise a sail boat could go to Sandusky."

It is to be noted that the mail carrier usually went to the Peninsula at Marblehead.

"March 3rd. Wind fresh. N. W. John Reinhammer went to town with his sail boat. This A. M., the first trip of sail boat this spring from the island. He took over several barrels of wine and brandy, did not come back. Steamer Gen. Grant made her first trip today from Plaster Bed to Sandusky, and will keep on running unless stopped hereafter, by ice.

"March 4. John Reinhammer returned from town with his sailboat. O. Dean, W. D. Kelley and Lester Carpenter went to town and back with skiff with mail. (24 miles for round trip.)

"March 5th. Butcher Graves came over from Peninsula with beef in sailboat and returned. No ice visible in the South Passage.

"March 6th. Boys playing base ball.

"March 8th. The Str. Clinton came over from Sandusky this forenoon and went on up to Ottawa City* and the Bass Islands. This is the first steamer out this spring. Wind from S. E. and warm."

"March 10th. First fish this spring. The boat brought over from Ottawa City.

"March 11th. The last number of the year of the Islander read before the Lyceum to night.

"March 13th. The Clinton did not make her appearance today. A sail boat went over to town about 11:00 A. M.

"March 14th. Str. B. F. Ferris called here this morning about 5:00 o'clock being her first trip out. She went on up and made round trip.

"The scow Nellie from Cleveland came up this A. M., first stone vessel this spring, she saw no ice. Uncle Tom's Cabin played tonight in the hall.

"March 14th. The Reindeer came over from Sandusky about 4:00 P. M. being her first trip this spring.

"March 17th. The Reindeer made the usual round trip. Uncle Tom's Cabin played tonight again by the Island Amateurs.

"March 18th. Str. Clinton brought load of hickory wood here from Oak Harbor, sells at $5.00 per cord on the dock. Thus we see conditions reversed. The island which formerly supplied firewood is now obliged to buy it.

"March 21st, 1871. The Str. R. N. Rice from Detroit to Cleveland passed down the south passage about six o'clock this morning, being her first trip this spring. Did not stop.

"March 22nd. The mud froze hard last night. A. S. Kelley and family started for Rockport this morning. The Str. Jay Cooke came down this afternoon on her first trip this Spring.

"April 5th. The Schooner Jessie Conger, sailed for Erie today with a load of lime stone. This is the first vessel for that part this spring.

"April 5th. The Schooner Jessie Conger, Capt. Vannate arrived from Erie this morning being her second trip,—a quick one."

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*Ottawa City was located at north extremity of Catawba Island. At that time there was a little village about the cement works which were then in operation.

We will omit the record for the next eight months and begin at:

"December 2nd, 1871. John Woodford, J. Rush and Ezra Dwelle came from Sandusky in the P. M. with the mail, came across the bay on the ice to Peninsula.

"December 3rd. Str. Evening Star came over from Sandusky in afternoon with quite a large number of passengers. The ice quite thick in the Bay. The Steam Barge Yosemite came out before the Star.

"December 5th. Thermometer 2 above zero this A. M. and S gale blowing fearfully, making ice in the lake.

"December 7th. Weather still this morning and very mild. Erastus (who had gone to Sandusky and had been storm bound, therefore, several days) and some 25 others came over, having crossed the Bay on the ice yesterday and remained on the Peninsula last night. They came from Marblehead in sail boat.

"December 12th. Erastus and Oscar Dean went over this forenoon and did not return.

"December 13th. No one crossing today. The ice running and wind blowing pretty hard from N. W.

"December 14th. Erastus and Oscar Dean came from Peninsula in forenoon. The passage nearly full of ice. Got mail up to yesterday.

"December 18th. The ice all moved down leaving open water in P. M.

"December 26th. Christmas tree at the Hall this evening.

"December 29th. Alonzo Dwelle came from town with the mail. O. Dean came also. Norman Kelley returned, getting in up to neck.

"December 31st. The Wine Company has bought and pressed nearly 800 tons of grapes this fall."

We have given here the events of parts of two winters, yet no one not an eye witness can realize the danger and fatigue undergone by the men who almost daily risked their lives in crossing to and from the Island with the mail and merchandise.

The mail boat was flat bottomed with sled runners beneath so that on ice it could be dragged or pushed easily. To draw it out of the water onto the ice, to drag it over rough ice, to force it through slush ice, to break the way through ice too thin to bear its weight, required men of strength and endurance. To break through the ice was a common occurrence. To battle against a howling wind as it swept across the frozen expanse of many miles of ice, when the temperature was about or below zero, required courage of no low order.

Owing to the fact that there are opportunities to sell goods on the island, traveling salesmen occasionally brave the dangers and undergo the discomforts of crossing in the winter time. If they are weather-wise, they select a time when the crossing is good, but if not, or if their schedule of travel brings them there during a bad time, it sometimes happens that they have a hard time of it and suffer vexatious delays.

It occasionally happens that two or three salesmen may arrive at the same time and when ready to depart, find themselves unable to do so, because the boat has been delayed by low water, high wind, slush, ice, or other causes. Then it is, that they pace the floor of the store raging like caged lions at the thought of broken schedules and engagements.

Delays of from five or six hours to as many days are likely to occur when there is no ice crushing steamboat in winter service and the little "monitor" mail carrier has to be depended upon.

Even the steamboats have been delayed for many hours by heavy running ice. On one occasion, the Steamer Olcott was all day going from the island to Sandusky, less than an hour's run usually, because the moving ice closed up the channel she had made on her outbound passage, and she had such difficulty on her return trip

in "butting" her way through the heavy ice, and lost so much time hunting for openings, between the heavy ice floes, through which to pass.

An interesting account is given by one of the islanders of a trip from Sandusky to the island on the Steamer Lakeside on a winter day when the ice was unusually thick. No difficulty was experienced in Sandusky Bay, because the channel had been kept open by the daily passage of the boat, nor would there have been anything unusual if the boat had been going directly to Kelley Island for the same reason; but Mr. Graves, who was a dealer in cattle, had notified the Captain that he had a drove of beef cattle to be taken to the island. The cattle were at Marblehead, and as the ice had moved, it was necessary to break a new channel. The ice was almost, if not quite twenty-four inches thick and the boat was having a hard time of it and making slow progress trying to ram its way.

It would back up and then go forward full speed. When it struck the solid ice sheet, a tremendous jar would be felt, accompanied by crashing and grinding of the ice as it yielded to the impact and broke into huge blocks which fell against the steel sides of the ship or toppled over on to the solid ice and broke into fragments.

The captain at last requested the passengers to go to the stern of the boat. As there were almost one hundred on board, the weight of this number of people caused the stern to settle and the bow rise.

The steamer was then driven full speed ahead and she was run up onto the ice until her weight caused it to yield. Even this method was slow, although the passengers did all they could by running forward after the boat had run upon the ice. The additional weight forward helped the boat to crush through.

There was great excitement and fun among the passengers as they ran back and forth alternately from bow to stern. The largest and fattest were the butt of many jokes and the thin and small also came in for their share of ridicule.

Some of the more daring, got out on the ice and watched the boat plunge and plow its way through. Occasionally they would get a fright caused by a crack darting unexpectedly in their direction, and away they would run for their very lives.

After over two hours consumed in breaking the channel, the boat arrived at the Marblehead dock, and received the cattle aboard. The return trip to the island was uneventful, for the boat followed the channel already broken.

CHAPTER 22

THE LYCEUM AND THE ISLANDER

It is now seemingly impossible to find out just when the socalled Lyceum was first begun, but we infer from a reference to it in a letter by A. S. Kelley dated January 1st, 1854, that it had its beginning some years before that date, for he says,—"We have also got the Lyceum started again—some of the eloquence would no doubt astound the great Daniel."

It seemed from this that the Lyceum must have been instituted quite early in the Island's history and that each winter it was revived with more or less success.

It was not until the winter of 1860-61 that it grew to its full proportions and blossomed and bore fruit of surprising quality.

The minutes of the Kelley Island Literary Society read as follows: "Pursuant to a previous call" etc.

It would appear from this, that a few leading spirits had gotten together and issud a call to the islanders, who met on the evening of the eleventh of December 1860 in the school house on Division Street.

At that meeting, it was agreed that a Literary Society should be formed and that a Constitution and by-laws to govern it was necessary.

Mr. Wm. S. Webb, who had been elected chairman of the meeting, appointed a committee to draft the Constitution. The committee consisted of Mr. A. S. Kelley and Mr. George P. Bristol. The latter having been the secretary of the meeting.

On December 13th, the meeting reconvened to hear the report of the Committee on Constitution. It was adopted, and duly signed by all present. They were as follows:

1, Wm. S. Webb; 2, A. S. Kelley; 3, J. E. Wing, 4, A, Cameron; 5, H. Cattanach; 6, A. Kelley; 7, Wm. Hamilton; 8, Jerry Dean; 9, J. F. Martin; 10, F. C. Hull; 11, George P. Bristol; 12, J. E. Woodford; 13, Oscar Dean; 14, Morris Lincoln; 15, Jacob Rush; 16, S. S. Dwelle; 17, John Ward; 18, C. Carpenter; 19, Simon Huntington; 20, S. G. Rossiter; 21, Franklin Kelley; 22, C. B. Wells; 23, Emmett Lincoln; 24, H. Dwelle; 25, J. Quinn; 26, Fred Kelley, 27, Henry Harris; 28, Edmund Ward; 29, James McGettigan; 30, Lester Carpenter.

The membership fee was at first twenty-five cents. They then proceeded to Election of Officers: Alfred S. Kelley was made President and George P. Bristol, Secretary of the Society for the year.

The constitution made provision for the publication of a weekly newspaper, to be called the "Islander" and for the selection of a Senior and Junior Editor for it. The appointments were A. S. Kelley, Senior and George P. Bristol Junior Editors of the first number, which was to be read the next meeting. Saturday evening was the time selected for the regular meetings.

The constitution provided that Editors should serve for one week at a time. New editors to be appointed each week.

On December 15th, 1860 the Society met again and at this meeting, Mr. Bristol offered a resolution which was unanimously adopted. It provided for admission of ladies to membership, merely requiring them to sign the constitution.

By this wise move the society added much talent to its staff of writers and editors. The first of the ladies to join were: 1, Electa A. Woodford; 2, Angeline Woodford; 3, Margaret Martin; 4, Mellissa Ward; 5, Mrs. C. Carpenter; 6, Mrs. George P. Huntington; 7, Mrs. Wm. S. Webb; 8, Mrs. A. Kelley.

These women, therefore, were also charter members of the society.

The meetings occurred on Saturday evenings at 6:30 o'clock during the winter only. The number of "Islanders" in each volume, varies from twelve to sixteen. Soon after each volume was completed, it was carefully bound in solid covers and preserved. The date of the first number is December 22nd, 1860.

As time went on, many new members were added to the Society but as usual in such cases, they neglected to sign the constitution and so it is difficult to tell exactly who they all were. But many names can be obtained by examining the list given in another place, of those who served as editors. No list has been made of contributors.

The name selected for the paper, is the same as that of the first steamboat that was built on the island shore. Mr. W. D. Kelley carried out the nautical idea in an editorial which he wrote for the opening number of Volume four. It is given complete as follows:

"The good ship Islander, having made three successful voyages, is now just setting out on her fourth cruise. The most of her crew being stockholders, and having trusted their fortunes in her before and found it to be a good investment, can cheerfully recommend the enterprise to all who wish to take stock or passage.

"Her timbers are of the true Loyal Oak, with not a dozy streak of secession sap in her whole frame.

"She now spreads her canvas to the breeze of public opinion, very light at first, with scarce force enough to move the heavy hulk from under the lee of the port where she has been so long moored; but gradually, it is hoped, as on other trips, she will make increased way, as the broad sea of thought becomes ruffled with her bow, and the high headlands of summer gaiety and the promontories of speculation are left in the distance.

"Sailor like, all we ask is motion; give us but a breeze; if ahead, we will work against it; if fair, then all the better; but of all things the most to be dreaded is a dead calm—an indifference—a lull, in the mental atmosphere, which while it lasts, throws a pall of gloom over our little community, and produces a feeling of unprofitableness to pervade that portion of our existence—oppressive monotony, in the midst of which even a sudden squall of anger seems an agreeable change.

"Each sailor, a stockholder, has some little package of Love, some good word of cheer, some idea on the bills of lading, shipped from some port of plenty, to consignees who are in want of the article, and by return packet, he will receive in exchange, its equivalent in a commodity of foreign production.

"The commercial laws, which control the carrying business of thought between social communities and individuals, as naturally tend toward safety and reliability as to the mode of carrying, as does our National or State laws, in exacting the inspection of steamboats, before receiving passengers. Now, the Islander has been thoroughly inspected by the proper authorities, pronounced seaworthy, and is licensed to carry the most valuable cargoes of thought that the rarest intellect may entrust to her care. Special attention will be paid to packages of Wit, that they be not damaged by sarcasm or vulgarity. The delicious and tender clusters of Morality, as well as the chinaware of Politics, shall be handled with care, and shipped at our risk 'the perils of navigation only, excepted.'"

"Religion, as usual carried without charge and allowed the freedom of the ship, to put down Sin, provided that it in no way interferes with the Sinners.

"Foreign correspondence and soldiers' letters are rated as first class freight and gladly received.

"The rifle and blasting powder of personal animosity is contraband, and is to be thrown overboard as soon as found.

"The Fat Man's, (A. S. Kelley) valuable services have been engaged to ballast

our ship with articles from his pen, keeping her always in trim and advised in regard to the state of the markets, progress of military events etc.

"In conclusion to our prospectus, we wish to advise all those having a valuable thought for transportation, a thought that belongs to the world and not to an individual alone, to label it for the Islander and not send it afloat on the opposition line of gossip; which on account of her light draft, runs into all the little ports of afternoon tea parties and in proportion to her shallowness, render unseaworthy and unsafe to all on board.

"The public may have no apprehensions of pirates, for as yet there have no long, low, black rakish looking crafts been discovered in this sea of literature, that is in any way formidable to our 'Forty Rod Swamp Angels' which are always on hand with their muzzle to the ports and woe to the audacious Rebel that dares come within range of the grape."

The slogan appearing on the title page,—"Independent in all things, neutral in none" was often referred to and was consistently lived up to. It guided the thought and conduct of each succeeding editor during the entire life of the publication.

The meetings for the first winter 1860-61 of the Society's existence were held in the school house on Division street. During the following year, Kelley Hall was completed. The second and all subsequent volumes of the Islander were read and discussed in the Hall.

The Literary Society was called the Lyceum and by this name it was usually referred to. The meetings at first were conducted on the order of a debating society. The members were appointed to debate on certain subjects and were divided equally into two groups, the affirmative and negative. Judges were appointed to decide on the merits of the discussion and a critic was appointed to pass upon the written papers that were submitted. The critic was allowed a week to make his report on the papers read at the preceding meeting. Criticisms were usually confined to pointing out errors in spelling and grammar. A declamation was also one of the features of the early programs, but this was soon dropped, for many appointed, failed to "Orate."

The most important feature was the reading of the weekly Journal, the Islander.

First—the editorial by the Senior Editor.

Second—contributors' articles, these were widely divergent in character and ranged from a letter from New York City, St. Louis or elsewhere from some absent contributor, then followed articles on various subjects.

The order of arrangement was not rigidly adhered to. Each editor was allowed to get up the Journal in such form as seemed best to him. This depended upon the amount of material he might receive as well as its character, but a certain uniformity was followed.

It was the Junior Editor's duty to prepare the local news item and to assist the Senior Editor in such ways as was necessary such as preparing clippings from current literature which were always copied in long hand.

There was a joke column, which was always interesting and often original.

Reports of plays, socials, baseball games, condition of the crossings, the times the mail was received and various other items of local interest.

The yearly review of local events was always full of interest. The yearly review of World happenings were usually excellent. The two last mentioned appeared in the first or second number of each volume.

The statistical reports of grape crop, stone business, schools, population, etc. were usually prepared by Addison Kelley and were well done.

After the telegraph cable was laid, there was a telegraphic news column by

Erastus Huntington. Some good verses are to be found among some that are not so good.

The journal Islander is a credit to the community; especially when one considers that there were so many as seventy-five editors employed on it in seventeen years, or rather winter seasons of about three and a half months duration.

The Islander is a mine of historical events connected with the island and is the writer's authority for many of the facts stated in this history.

A still further insight into the character of this unique publication may be obtained from an editorial by Erastus Huntington in the first number of Vol. 15 dated December 19th, 1874. He says in part as follows:

"Few communities have ever carried on a literary society and a journal as diversified in its character as this, for so long a period without an interruption.

"We have changed editors regularly every week during the entire period and as a matter of course, have advanced all sorts of opinions, political, religious and social, and during the entire period (then 14 years) we have not had an instance where an editor was caned or whipped by an exasperated victim. Anyone who will take the pains to go over the back numbers of the Islander, will be amused to see the vast difference in opinions there-in expressed."

"We are practically the same community from year to year,—yet we notice many changes from volume to volume. Those who figured very conspicuously in one volume will be found missing in the next. We find them missing for a season or two and then come on the stage as brilliant as ever. True we have lost some of our hardest workers, Messrs. Townley and A. S. and W. D. Kelley were among our pillars and their places will be hard to fill. Still we have secured accessions to our ranks, which we think will be entirely adequate to help us through the present volume."

The following persons served as officers:

Presidents: 1st, A. S. Kelley, 1860-61; 2nd, George P. Bristol, 1861-62; 3rd, M. K. Holbrook, 1862-63; 4th W. D. Kelley, 1863-64; 5th, E. C. Barnum, 1864-65, each one term. 6th, Rev. R. McCune, 1865-66 and 1866-67, two terms. 7th. Julius Kelley, 1867-68; 8th, Jacob Rush 1868-69; 9th, M. F. Lincoln, 1869-70; 10th, C. C. Townley, 1870-71; 11th, Jacob Rush, 1871-72; 12th, Mrs. E. K. Huntington, 1872-73; 13th, George P. Bristol, 1874-75; 14th, Erastus Huntington, 1875-76, two terms, 1876-77.

There were 213 persons associated with the Lyceum as members up to 1876. Seventy-five occupied the editorial chair. The Islander was not continued after the 14th number of volume No. 17, March 1877 and the Lyceum came to an end at that time.

Mr. Erastus Huntington made an interesting compilation which was published in the last number of Volume No. 16, 1876 of the persons who served as editors during the sixteen years. To this has been added the persons who served during 1877. As this is a real honor roll it is given herewith in alphabetical order:

Editors	*Times Served*
Bates, H. L.	3
Barnard, E. C.	4
Bristol, George P.	23
Mrs. G. P. Bristol	1
Cameron, Miss Jennie	7
Cameron, Miss Nettie	8
Carpenter, Charles	1
Carpenter, Mrs. Chas,	5
Carpenter, Mary H.	5
Carpenter, Alida J.	2
Cassidy, Miss Eliza	2
Dean, Walter	4
Dwelle, Mrs. J. T.	1
Elwell, Miss Kittie	1
Foster, H. A.	1
Hamilton, Wm.	22
Hamilton, Titus	9
Hamilton, Hattie W.	2
Hamilton, James J.	1
Hamilton, Miss Bertha	1
Lincoln, Morris F.	7
Lincoln, Emmet	1
Lincoln, Nancy	3
Lincoln, Sarah	3
Malchi, Miss K. M.	3
McCune, Rev. Robert	5
Moisey, Wm.	1
Moss, Miss Hattie	1
Morris, David	2
Preston, Rev. J. P.	2
Rossiter, S. C.	1
Holbrook, M. K.	13
Howlett, M. P.	4
Howlett, Grace	1
Howlett, Emma	4
Huntington, Mrs. E. K.	22
Huntington, Erastus	33
Huntington, Simon Sr.	5
Huntington, D. K.	7
Huntington, Joseph A.	1
Hall, Ferris C.	2
Kelley, Addison	28
Kelley, Julius	17
Kelley, A. S.	27
Kelley, W. D.	26
Kelley, F. M.	20
Kelley, Franklin	10
Kelley, C. W.	1
Kelley, Laura (Mrs. E. Hamilton)	1
Kelley, Zinah H.	7
Root, Miss H. C.	7
Rush, Jacob	8
Strain, Miss Libbie	3
Spaulding, Miss J. E. (M. D.)	1
Seton, D. D.	1
Seton, Miss Alida	1
Titus, Miss S. K.	2
Townley, C. C.	9
Townley, Miss Mammie	1
Townley, Miss Grace	2
Ward, Miss Melissa	7
Ward, Miss Hettie	4
Ward, E. C. (Mrs. M. K. Holbrook)	3
Ward, Uri L.	6
Wilmot, Miss Julia	1
Wilcox, Miss D.	1
Webb, Mrs. W. S.	6
Webb, Wm. S.	11
Webb, Sarah K. (Mrs. J. Rush)	3
Ward, Miss Belle B.	5
Warden, Henry	1
Warden, Mrs. Chloe	1
Woodford, J. T.	1
Woodford, Mrs. Sarah L.	1

Mr. Huntington said further, "Different kinds of exercises have from time to time been introduced, but have all been abandoned except the reading of selected articles and "The Islander" which appears to have withstood all attempts at over throw."

The Kelley's Island Literary Society or Lyceum came to an end in 1877 and there was an interval of about five years without a similar organization on the island, but about 1881 or '82, the Excelsior Society was formed.

This society was conceived by Miss Hettie Ward, who succeeded in interesting the young people in it, and to whose faithful efforts, it became a great success. This society was a counter-part for the Lyceum, which had been attended by their parents and others of the earlier generations. The membership of the Excelsior Society included practically all of the best young people on the island, and undoubtedly had a profound influence in directing their thought to culture, literature and art.

Unfortunately, they did not resume the Islander which is a distinct loss to the island's historical record.

We show here the title page of the first number of the last Volume (No. 18), of the Islander. The Salutation was written by Titus Hamilton.

THE ISLANDER.

VOL XVIII. NO. 1.

KELLEY'S ISLAND LITERARY ASSOCIATION, *Publishers.*

Titus Hamilton
Erastus Huntington } *Editors.*

A JOURNAL DEVOTED TO SOCIAL IMPROVEMENT.

"Independent in all things, Neutral in None."

KELLEY'S ISLAND, O., SATURDAY EVENING, Dec 22nd 1877

Salutatory

Time in his humid and onward flight has wrought another revolution of the seasons; and marked another period on the wayside of life, since last we assembled to witness the formal opening of our hitherto prosperous, and cherished literary institution. With startling abruptness, we are again confronted with the responsibility of sharing in the pleasures labors and vexations of an editor to the Islander. It is through the unappreciated kindness of the regularly appointed senior that we have been selected, or rather coerced into the task, of setting this little offspring of isolation, once more afloat, on the current of our circumscribed winter life.

CHAPTER 23

THE LODGE

Perhaps no institution, for it was a veritable institution, was more popular nor received a larger share of criticism and ridicule than the so-called "Lodge" which had no organization, no roll, no officers and no membership; yet was attended for many years by almost every man on the island with faithful regularity.

When the island was young, so to speak, there were no clubs, theatres, or real lodges of any order such as Odd Fellows or Masons. Therefore, the only place for the men to meet for informal discussion or to loaf, was at the only store on the island. This was located for some years on the dock at the foot of Division St. and for this reason, after the store had been moved to the building "on the corner," the islanders always said they were going to the dock, when in reality they meant that they were going to the store.

It is true that the store was near the dock, even after it had been moved from it to the building at the corner of Division and Water streets.

According to Mr. Erastus Huntington, the name "Lodge" was derived as follows: "There may be many here now, who do not know how the institution "on the corner" derived its name. For the benefit of such, I would say it came from an article written by W. S. Webb some ten or twelve years ago." (Our quotation is from Mr. Huntington's article in the 1874 volume of the Islander.) 'The name complete was, 'The Independent Order of Island Loafers.' This was soon 'boiled down' to simply "The Lodge' by which name it has ever since been known."

In justice to the men who frequented the lodge, it must be borne in mind that it was a public meeting place because for over forty years it was the only place on the island where a stock of general merchandise was kept and where a dozen eggs could be exchanged for its equivalent in sugar or other necessities. Practically every man on the island spent his leisure time there. Furthermore, the postoffice was there and everyone went for the mail. There never has been free delivery.

In summer, the lodge was not well attended except in the evening, for the store was open every night till about nine o'clock. But in the winter time, the men had little to do and they commenced to gather almost as soon as the store was opened in the morning. Addison Kelley was the first storekeeper. He acted as Agent for the firm of D. and I. Kelley for about thirteen years or until 1848 when the dock and store became the property of his Uncle Irad Kelley, who put his son George in charge of the store and made him his partner. The business being carried on as the firm of I. and G. Kelley.

The store on the dock was two stories high and answered its purpose very well, but it became at last, too small for the growing population.

A new store building was erected by George Kelley about 1850 at the Northwest corner of Division and Water streets. The business was purchased in 1854 by Wm. S. Webb who exchanged his quarry for it. Mr. Webb then sold a half interest in the store to Mr. A. S. Kelley, facetiously referred to as the "fat man" in many an article which appeared in the Islander.

Mr. A. S. Kelley eventually bought out Mr. Webb and conducted the business for many years assisted by Mr. Jerry Dean at first and also by Mr. Kelley's nephew Erastus Huntington who went into the store after his return from Oberlin College and he employed his cousin Henry Kelley to assist with the store.

Let us give as an illustration a description of a winter day at the Store or Lodge. The sketch is of course imaginary, yet it is historically accurate as to de-

THE LODGE CHECKER PLAYERS

The contestants are: Erastus Huntington on left and Titus Hamilton on right; sitting between them are: Charles Carpenter next to Mr. Huntington, J. E. Woodford in center, and Oscar Dean. Standing are Charles Martin and Charles Erne.

tails, for its like was duplicated with variations every day in winter for almost forty years.

The time is February 1863. Mr. Jerry Dean opens the store, lights the fire in the big sheet iron stove and sweeps out the accumulation of tobacco cuds, cigar stubs, burnt matches and other extraneous matter of the preceding day.

The postmaster arrives and as this is the contract day for the mail to go to the main land, he makes up the mail which has accumulated during the preceding three days. The mail went and came twice a week in the winter, provided it was possible to make the crossing.

Several people arrived at the store inquiring if Dean was going to cross that day and if so, that they were going to town (Sandusky) with him. It was considered unsafe for anyone to cross alone, or in company, unless they took a boat along. The mail carrier Oscar Dean, always took a boat not only to carry the mail in, but because, no matter how firm the ice might appear, it sometimes broke up suddenly and cracks appeared in solid ice like magic and widened so rapidly that unless one had a boat, it was impossible to cross them. Experience had taught the islanders that it was safer and cheaper to pay a dollar to the mail carrier for the privilege of accompanying him, than to go alone.

Passengers were only so in name. If the ice was good, the men walked beside the boat, which was shod with runners, and went over ice like a sled. Women rode if the ice was good.

If the ice was rough, the men helped to haul and when they came to open water, they sat in the boat and helped to navigate it, by pulling at the oars or fending off floating ice with pike poles. However, on this day there was little prospect of open water, for the weather had been very cold for several days. Some of the "passengers" brought skates.

While waiting about the store for the appearance of the mail carrier, others entered and joined the circle. The discussion that day, was mainly about the cold, and whether it had been cold enough to kill the buds on the grape vines.

Some one went to a nearby vineyard and returned with a cutting from one of the vines which all examined and it was then placed with an end in a jar of water to see if the buds would start in the warmth of the room. Other pieces that had been placed in water of preceding days were also examined and found to show signs of life.

The Mail Carrier's arrival put an end to the conversation and they all started for the dock. The iron clad skiff was lying near it on the shore, where it had been drawn up and turned bottom up to keep it free from snow and ice.

There were always several, usually school boys, who were proud to help to carry the mail bags, the oars, pike poles and the express packages to the boat and to turn it right side up and to run it out on the smooth ice ready for the start.

Along the shore there was usually one or more windrows of ice ranging in height from one or two feet, to eight or ten feet. On this occasion, there were three, and the farthest out was about on a line with the end of the dock a hundred feet from the shore.

The mail carrier had a pair of steel ice creepers which he strapped to his feet when he got to the ice. He then clambered over the piles of ice in the windrows and took hold of the painter or rope at the bow of his boat. There was a loop in the end, which he threw over his shoulder as he started off on his long cold walk Everyone was as warmly dressed as possible, for even a moderate wind drove the cold through ordinary clothing, so that one felt almost bare to its blasts.

And now we will bid good-bye to the little company as it slowly wends its way across the ice and becomes at length mere specks of black in the distance, and return to the store with the crowd, that had gone to the dock to see the party off.

They gathered around the store to warm themselves, already chilled through

with a few minutes of exposure. The checker board was brought near the stove. It had been on a small table near the wall. Two men sat down to play and were immediately surrounded by a "gallery" of watchers and advisors.

Tobacco pipes were lighted, being filled from the common bag of tobacco which was always to be found in an old cigar box on a beam over the door. Soon, the air was thick with smoke. Conversation was animated, the loudest and most continuous speaker usually kept the floor until he was talked out.

The conversation ranged from Darwinism as evolution was then called to a discussion of who should bring in an arm-full of firewood or who should go to the lake for a bucket of water. It being a favorite winter sport to bulldoze some victime into doing these little chores.

Getting water in summer consisted of going to the dock with a bucket attached to a rope long enough to reach the water. The bucket was dropped into the water and hauled up by the rope.

In winter, it was necessary to chop a hole in the ice at a convenient place. The hole froze over on cold nights and the man who got the first bucket of water next day, often had to chop out ice three or four inches thick.

Mr. Norman Kelley told the following story regarding one of his workmen.

This man was employed in the quarries, but one of his daily tasks was to get water for the Kelley's domestic use. His home was close to the shore.

The man must have arrived on the island after the ice had formed for he was shown how to go down to the shore and out on the ice about fifteen feet to a hole that had been chopped there to get the water out. He dipped it through this hole every morning, filling a barrel which he brought on a sled and took the barrel of water to Mr. Kelley's house.

When spring came, the ice moved out one night, leaving the shore clear of ice. The man went to the lake as usual, but returned after a while without water. On being asked the reason he replied in broken English that he couldn't get any water because the water hole had gone away.

Let us digress further to say that there are few wells on the island. These wells, however, are of comparatively recent date. At the time of this incident, everybody got water from the lake. Those who lived near the shore, got it by the bucket full or barrel full. The barrels were wheeled to and from the lake on wheelbarrows in summer or dragged on sleds in winter.

Those who lived in the interior of the island, arranged with the island drayman or someone else, to bring them a barrel of water every day or two, or they hauled it themselves on wagons.

Later on, Windmills were erected along the shore and tanks were built from which the water flowed in pipes to the nearby homes. In time, gas engines took the place of the windmill in some cases.

Today, there is a limited water works system owned and operated by the Kelley's Island Lime and Transport Company.

But let us return to the store. The time is twenty-four hours later. The day is stormy. While still cold, the weather had moderated during the night. A strong southwest wind has started, and flurries of snow scudd across the channel hiding as with a white curtain, the distant main land for an hour or so at a time.

A long telescope was kept by the postmaster and from time to time, when the snow cleared away, some one takes it outside and levels it at the point at Marblehead from which the carrier usually started on his return journey.

Speculation regarding the condition of the ice on the main shore was indulged in, for it often happened, that poor ice or a channel of water would be encountered near the main land, when nothing but solid ice would be found near the island.

Many theories have been advanced to account for this condition, some main-

tain that there are large springs boiling up near the shore that prevented the ice from forming by their comparative warmth. Others that the current from Sandusky bay would take a back set along the Marblehead Shore and cause weak spots. Others, that the rise and fall of the lake level caused by the wind, would break the shore fastenings and the pressure of the wind on the ice surface, would push or pull it away from the shore with the result that wide cracks suddenly appeared which might remain open or freeze over with thin ice, depending on temperature and wind direction at the time. At any rate, these dangerous conditions were to be contended with and no one was entirely free from anxiety; not so much for the safety of the persons crossing, but as to the time of their arrival. For strangely enough, very few lives have been lost in the crossings and no mail carrier has ever been lost, although several have been swept down the lake on the ice and unable to get ashore for a day or two.

At last some one comes in, who had been scanning the shore, and announces that he can see the mail carrier and his "passengers" walking along the ice near the opposite shore. It was thought that they would arrive in about an hour.

Some of the crowd go home for early dinner and hurry back in time to welcome the party. When the approaching mail boat was still a mile or more out on the ice, a half dozen or more of the younger fellows, go out to meet it and taking hold of the rope, start for the shore, leaving the tired mail carrier to arrive at his leisure.

The boys rush the boat and placing its contents on the beach, they haul the boat high and turned her bottom up. Shouldering the mail bags, packages, oars, etc. they hurry to the store with them.

The mail bags are stuffed full, for this is the first mail received on the island for nearly a week. There was many an island boy in the army, whose letters were anxiously awaited, not only by their relatives, but by every islander, for each was known as intimately by all, as if they were all related.

In fact, in those days, it was a rare individual that was not related in some way to almost half of the island population.

While awaiting the distribution of the mail, the "lodgites" turned their attention to the mail carrier and his passengers.

Had he done this or that errand with which he had been commissioned? Had he seen Mr. and Mrs. so and so? Had he bought this or that? Was there an express package for this one, among his bundles? What was the latest war news?

Did he encounter any open water in the crossing? Had any one broken through the ice? (This was a common occurrence.) These, and a hundred other questions are asked and answered while the mail carrier thaws the ice out of his beard and mustache and warms himself. His mittens and ice creepers lying on the floor at his feet by the stove.

The voice of the postmaster announcing that the mail is ready, cause a surge toward the little door connecting the postoffice room with the main store room.

Almost everyone expects mail; if not letters, then the Sandusky Register or some monthly or weekly publication such as Lyttel's Living Age, the Atlantic Monthly, or Schribner's magazine.

Soon, someone says, "I have a letter from Jake." Silence falls and the letter is read. Jake Rush wrote very interesting letters. It contained news of the battles and of the island boys in his company. Then a letter from Douglas Kelley is read and so on until all have contributed whatever of common interest the letters contain.

The store is almost emptied after this, for the men are anxious to get home with the latest news for the women of the family and to get their dinner or supper as the case might be.

In the evening, they re-convened and devoted their time to an exchange of

opinion regarding the progress of the war. There were amateur generals, who could give McClellan valuable advice. There were amateur Captains who navigated and managed the various boats plying the lakes, much better than their actual captains had done and so on down the list, from the best method of combatting the rot in grapes to the best location for fish nets or the best way to cut a pig's or a calf's ear to identify it.

In summer time, the lodge convened on the front porch of the store and filled it so completely, that passers by who did not care to enter the store, had to walk out in the street. There was always a large attendance at the dock, about the time for the arrival of the steamboats. However, these meetings were short, for almost everyone went about his business, soon after the steamer left.

The "Lodge" had reached its height of popularity during the proprietorship of A. S. Kelley & Company; but under the regime of Erastus, it became notorious. Erastus was a genius. Keen and quick in thought and speech he was a leading light in the Lodge.

It was said that the Lodge was an instiution where one could receive a liberal education. The men attending its sessions were an unusual lot. Keen, clever, well read and many of them well educated.

It is true that they did loaf, yet they were by no means an idle lot.

There was some criticism of the Lodge by the ladies, who came to make purchases, that the tobacco smoke was sometimes too thick to breathe, that tobacco cuds lay under foot too thick for them to avoid slipping on them, that the counters, were occupied by men sitting on them and that the excited debaters at times raised their voices to such an extent that it was impossible for the lady customers to make their own wants known above the clamor. During Erastus's incumbency, there was a game of checkers in progress from morning till night. Erastus was himself an expert, but he had many rivals and a constant struggle for supremacy went on. The honor of being the Champion was in dispute, but lay by common consent between Erastus Huntington, Peter Ditchy and Titus Hamilton for many years.

It was claimed that a customer coming in during the progress of a game would have to await its conclusion before being waited upon.

An old cigar box was located on the sill above the door leading to the store. In it, was always to be found a paper of smoking and chewing tobacco and a supply of matches, for the benefit of the Lodge members. It was an unwritten law that the first man to find any of these items missing, was obliged to replenish the supply, which was done amid a good deal of good natured "chaffing" from the more lucky members.

The Lodge continued to flourish with undiminished vigor until 1876 when Elfers and Heckerman opened their new store with a free "Smoker." It was claimed that the "boys" after getting the cigars, went to their lodge room in the old store to smoke them. Yet it is true that the new store did cut down the attendance at the Old Store to some extent.

Then too, Mr. John Reinheimer, who was always popular, especially with the younger set, gave the lodge competition when he opened his feed store on the steamboat dock which he purchased of Mr. Norman Kelley in 1879.

Yet the Lodge continued to hold its meetings in the old store long after it passed out of the hands of Mr. Erastus Huntington and was operated by Mr. Titus Hamilton, who sold it shortly before his death in 1913 to Mr. Frank Reinheimer, who in turn sold it to the Murphy Brothers.

The Elfers' store is still in operation. After the death of Mr. Frederick Elfers in 1923, the management passed into the hands of his son Arnold. There if anywhere, a trace of the old Lodge spirit remains.

Emmet Martin's confectioners store and the pool and billiard room under the hill seemed to be at present, the most popular rendezvous for the younger set.

St. Michael's Church.

CHAPTER 24

RELIGION ON THE ISLAND

The first preaching on the island, according to an account written by Addison Kelley and appearing in the first volume of the Islander 1860-61, was on the 9th day of November 1837 by Rev. Mr. Crane an Episcopalian clergyman who came from Cleveland with another gentleman on business. Mr. H. Bicksford, an early island blacksmith of a devout turn of mind conducted religious services in the school house on Sundays. His part in the services consisted of leading in singing hymns and in offering prayer. Mr. Datus Kelley read a sermon from a book of sermons by Channing or Blair.

Rev. Hugh Blair, D. D. F. R. S. was a very famous clergyman, a contemporary of Oliver Cromwell, a friend of David Hume and Adam Smith, the latter the celebrated author of the "Wealth of Nations." Mr. Blair's sermons were highly regarded and very justly so. They had a wide reading among the serious minded of his generatioin (he died the last of December 1800).

The use of Blair's sermons was begun by Daniel Kelley, the father of Datus and Irad. There is, in the possession of the writer, a copy of Blair's sermons, that has inscribed on the fly leaf "Daniel Kelley's Book, bought at Hartford November 15th, 1798." It was bought when he was on his way with his family moving from Middletown, Conn. to Lowville, N. Y.

Daniel Kelley read from this book to his neighbors at Loweville, N. Y., where he resided from 1798 to 1814. He also undoubtedly read from this book to his neighbors at Cleveland, Ohio where he moved in 1814 and died in 1831. This book was probably taken to the island by Datus in 1837.

The meetings started by Bicksford were continued by Messrs. Hunter, Seeley and Colville for several years and just prior to 1860 by Reverend Edwards a baptist minister.

Mr. Julius Kelley also conducted services using the Episcopalian prayer book and the Bible. Before the erection of Kelley Hall, he held the services in his own home and the Hall until the formation of the Union Evangelical Church which he supported faithfully although his preferences were for the Episcopal church.

We find also, that prior to 1861 the Catholics on the island were visited occasionally by priests from Sandusky and Port Clinton. Services were held in a private home—probably that of Henry Lange. Kelley's Island was organized as a Station in 1861.

"Rev. Louis Mouton pastor of Holy Angel's Church, Sandusky was the first priest to take charge July to September 1861 of Kelley Island as a station. His successor September 1861 to June 1865 was the Rev. George A. Verlet pastor of Port Clinton. The Revs. A. Herbstritt and N. Moco of Sandusky also occasionally attended Kelley Island between 1863 and 1865."

"In 1863 a plain but neat little stone church (the first church building on the island) was erected on a lot donated by Henry Lange, who generously aided Father Verlet in organizing a congregation on Kelley Island. Father Verlet was succeeded in May 1865 by the Rev. Chas. Kuemann as first resident pastor. He administered to the spiritual wants of the Catholics on the island and of Put-in-Bay and Middle Bass until May 1867, when Rev. Nicholas Moes was appointed his successor." The foregoing quotation is from Carr's history of Catholicity of Northern Ohio.

A hitherto unnoted fact by previous writers of Kelley's Island history is, that the

group of which it is a part, was called in early days, the "Isles of the Apostles." They are so spoken of by Catholic Religious historians.

By 1871, eight years after the foundation of the parish in 1863, it contained forty-four families.

At that time, two thirds of the support was derived from grape growers and the balance from the quarries where many of its members were employed. The whole population of the island at that time, numbered 836 souls, about equally divided as to nativity between Germany, Ireland and New England.

The parish continued to grow and during the pastorate of Rev. Jno. Mertes 1880-85 it became necessary to enlarge the church edifice, which was acccordingly done.

In 1914 the parish had increased to just twice the number of families it embraced in 1871 and another enlargement of the Church edifice became necessary and it was totally remodeled and refurnished and dedicated a practically new Edifice, on November 7th, 1915. Rev. J. E. Maerder in writing of this event says: "Three of the pioneers who witnessed the dedication of the first little church (in 1863) and of the second enlargement, were present and took active part in the third dedication. Mrs. H. Lange, Mrs. Catherine Strasser and Mrs. Honora Stokes.

Mrs Stokes was the sole survivor in 1924.

Owing to the removal in 1909 of the Lime Kilns at the north bay and the abandonment at least for a time of the North Quarry, and to the closing of the Wine cellars, the island population had been reduced from 1017 in 1910 to 708 in 1920.

Yet St. Michaels parish under the able leadership and indefatigable energy of Rev. Maerder not only had not diminished but its debt has been entirely paid.

Among the conspicuous fruits of the labors of the consecrated men in the spiritual vineyard of St. Michael's Parish, are the Rev. Adolph M. Seeholzer an island boy who was elevated to the Priesthood and is now pastor of St. Boniface church, Cleveland, Ohio, and the Rev. Joseph William Myers son of Wm. F. and Mary Bauman Myers.

Rev. Myers is a graduate of Estes High School, Kelley's Island. He was ordained a priest of God at Toledo, Ohio on June 14th, 1924 by his Lordship, the Rt. Rev. Samuel Alphons Stritch, D. D. in St. Francis De Sales Cathedral, and celebrated his first and Solemn Mass at the altar of his boyhood in St. Michaels Church, Kelley's Island, Ohio.

During his school days, Joseph Myers endeared himself to his teachers by his wonderfully fine disposition and his splendid scholarship.

The Rev. Maerder has likewise earned the admiration of both Catholics and Protestants by the fine spirit he has shown in his active participation in all civic and betterment work on the island.

In 1862 a Protestant Sunday School was organized by some of the ladies who were spending the summer at the Island House. It was originally intended for the benefit of their own children.

This was immediately recognized by many of the islanders as a step in the right direction and they sent their own children to it. When the visitors left, their places were filled by island people and the school was continued.

It was formally organized in 1863 with a set of officers and teachers. M. K. Holbrook was chosen to be the Superintendent of the "Union Sunday School" as it was called. He held this position until 1868, when he was ordained and installed pastor of the Congregational Church. Mr. George P. Bristol succeeding him as Superintendent and continued as Superintendent with one short intermission until a short time before his death in 1910.

The next church to be organized was the German Reformed Congregation in 1865. They began at once quarrying stone on their own property on Division

street and erected a stone church which was dedicated in 1867. This congregation was served in the order named by Rev. Kness, Rev. Merchikens, Rev. J. G. Kuhl, Rev. W. Renter and Rev. Wm. Friebolin and others.

A few English speaking Protestants, who were earnest Christians, formed a little group and pledged themselves for a sum large enough to justify them in asking the Rev. Robert McCune to consider it and to come to the island and minister to their spiritual needs. He accepted this call, actuated no doubt by a true Missionary spirit. During the Civil War Rev. McCune had been the Army Chaplain at Johnston's Island and had visited Kelley's Island on many occasions to preach to the people and to officiate at marriages and funerals.

He began preaching on September 10th, 1865. He met with such success, that before six months had elapsed, steps were taken to organize a church.

This was a unique church. It was undenominational and because there were so many divergent views on religous subjects, it was formed on the broadest kind of a basis as will be seen from the curiously worded report of the meeting which is as follows:

"A meeting was held at Kelley's Hall in the evening of Monday February 26th, 1866 of those friendly to the organization of a Christian church on a Protestant or Evangelical *Platform.* A large number being in attendance, Rev. R. McCune presiding and M. K. Holbrook acting as secretary.

"A Doctrinal basis and Convent, with rules and regulations were presented by the chairman. A free and full discussion was had, in which a general desire was expressed for a church so constituted, as to embrace all Evangelical believers on the island.

"The subject was referred to a committee consisting of Rev. R. McCune, Messrs. Julius Kelley, M. K. Holbrook, A. Cameron, L. Titus, L. Beattie and F. Gehrkens."

"On Wednesday February 28th, 1866 the church meeting which adjourned on Monday evening, met at the Hall again."

"The Committee presented a preamble setting forth the objects desired by the organization, announcing the *liberty of each member to maintain inviolate his individual convictions on Ecclesiastical polity*, or *minor questions* of Theology, and the purpose of the new organization, while maintaining an independent position, to fraternize and co-operate with all Christians in every good work."

"This report was unanimously accepted.

"The name of the Church is to be 'The Union Evangelical Church.' The Church was formally organized on March 4th, 1866 with the following officers:

"Pastor—Reverend Robert McCune.

"Lay assistants—M. K. Holbrook and Julius Kelley.

"Treasurer, Andrew Cameron.

"Secretary, George P. Bristol."

It is not known just how the selection was made, but it could not have been by popular vote of the members, for they were admitted after the organization had been accomplished, if the report in the Islander is correct, which is as follows:

Local news items by Wm. Hamilton, Junior Editor Islander, Vol. 6, No. 11:

"Sunday, March 4, 1866, the people assembled at the Hall as usual for public worship. After the regular service, it was announced that a new church entitled the Union Evangelical Church of Kelley's Island, O., had been duly established.

"Thirty-five persons were admitted to membership, eight of whom were baptized in accordance with the ordinances of the church.

"Many on the island had never before witnessed the celebration of the solemn rites performed on such occasions, and the effect was very marked on the un-

accustomed spectators. The entire ceremony was very impressive and cannot fail to make the day one that will long be remembered by the Island people.

"The establishment of the first English Protestant church invests it with a solemn interest that demands more than a passing notice. Such an event in the history of the Island will show to future generations that we are not behind other nationalities in our zeal for the promotion of Protestant religion. What record could we leave to posterity that will shine with equal luster or clothe with more dignity the memory of the present generation? Future generations will trace this page and their hearts will glow with purer emotions as they learn that morality and piety found root and sap among their ancestors on this isolated spot. It has always been the boast of the American people that, unlike all other nations, they were the descendants of an enlightened and pious race. Then let *us* aim to leave undying institutions behind us that will awaken that reverence to our memory that has always been paid to our Puritan ancestry."

Another account written by a different persons says: "This makes a new epoch in the religious history of the island and one hailed with joy by all interested in the promotion of religion."

"There are now three religious organizations on the island, one Catholic, one German Reformed, and one Union Independent."

The new church was fortunate in having secured so able a man as Robert McCune for its first minister. He was a gifted man. A brilliant speaker, he had entered politics before the war and had been elected to the state legislature. At the outbreak of the war, he entered the army as Chaplain and soon after its conclusion, accepted the call to Kelley's Island.

His many articles contributed to the Islander are remarkable for their force, piety and fine English.

After he left the island, he went to Toledo and became an editor of the Toledo Blade.

The church was very successful and received a number of additions to its membership, which had increased to fifty-five at the end of the first year, March 1, 1867.

In the autumn of 1868, Rev. McCune resigned and was succeeded by M. K. Holbrook, who in the meantime had been studying for the ministry. Mr. Holbrook was ordained and installed on November 11, 1868, by Doctor Morgan of Oberlin College.

It was at this time that the Church joined the Congregationl body of believers and its name was changed to the First Congregational Church of Kelley's Island.

The membership had increased to 64 by 1873.

Realizing the necessity of having a church edifice of its own, the subject was agitated by the two Ladies' Sewing Societies. They gave much of their time to making suitable articles which they sold at the bazaars and socials which they held. They resorted to the usual methods of raising money, such as suppers, festivals and entertainments and by these and other means got together a building fund.

One of the leading women in the church and Sewing Society was Mrs. Lucy F. Murray, who was an aunt of Mr. George Bristol and a sister of Mrs. Addison Kelley. Mrs. Murray purchased a building site for the new church of Mrs. George Kelley.

It was located on Division Street near the old stone school house.

She presented the lot to the congregation under certain conditions. One of which was that, in the event that the property should cease to be used for church purposes, it should become the property of the Home Mission Society of the Congregational Church of Ohio.

In 1877, the church building was erected and dedicated free of all debt, thanks to the generosity of the islanders and the never failing labors of the Ladies' Sewing Society. Rev. McCune, assisted by Rev. Preston and Rev. J. G. Frazer, conducted the dedicatory services.

In 1871, the German Reformed church had 25 members and the German Evangelical was organized with a congregation of nine members. Conspicuous among those who ministered to that congregation are Rev. Honecker (1876) and Rev E. Koehne (1924).

CHAPTER 25

COMMERCIAL FISHING

In the early days of commercial fishing about the island, the catches were large, and the prices obtained were good.

The method employed to catch the fish was the fish "pound," which consisted of a net trap at the end of a long lead net.

The first step in preparing for commercial fishing was making the nets. All summer long, the fishermen would work with needle and twine at net making. The lead net was usually twenty feet wide, and from a quarter of a mile to a half mile long. The trap was from twenty to thirty feet square. After the nets were made, they were dipped in hot tar or similar preservative and then spread out on the beach or on convenient pasture land to dry.

Pound stakes were cut in the island woods or bought elsewhere. These were from thirty feet to forty feet long and not over six inches through at the big end, which was sharpened so that it would more easily enter the sand at the bottom of the lake.

Pound boats were usually flat bottomed, straight sided, center board sail boats with two sails. They were staunch and sturdy, but were certainly justly entitled to be called "pound" boats, for in rough water the bow pounds and slaps the water furiously.

The stakes were loaded onto a flat decked scow with a pile driver at one end and then taken to the selected spot and driven into place and in a straight line beginning near the shore and extending out into the lake. The depth of water about the island averaged about twenty feet, except in certain places having a solid rock bottom, where it was not so deep as a rule. The stakes were left with one end standing above the water about five feet and the other buried in the bottom for about the same distance. The next step was attaching the nets.

Lifting the trap was done every day or every alternate day, depending on circumstances.

From 1830 to 1840 or later, sturgeon, catfish, herring, white bass, perch, saugers, mullet, bullhead, sheephead, white bass, etc. were not esteemed.

The sturgeon, now so rare and valuable, was knocked on the head and cast into the water to drift until washed up on the shore and pollute the atmosphere with the intolerable odor of decaying fish.

The marketable fish were white fish, black bass, muskellunge and pike of large size.

Later, commercial fishermen were not permitted to sell black bass. Herring and sheephead were utilized by farmers and hauled out to be used as fertilizer. Great factories were erected at Sandusky and other ports for making fertilizer of the unmarketable varieties of fish. Today, there is hardly a fish of any sort that does not find ready sale for table use.

Carp were planted in Lake Erie about 1875 and no native islander would eat one then, nor will they today. They have, however, come to acknowledge the good qualities of perch and saugers as a pan fish equal to if not superior to the rock bass.

The commercial fishermen on the island have long had their houses on the south shore of and east of the South Pond near Ditchie's Point.

Few pound nets as described above are now used. Instead of stakes, the ends and bottoms are anchored and the top edge is kept afloat by buoys or floats.

Gill nets also are set in the deeper waters and the fishermen go to the lower end of the lake in their power boats and precede the fish as they migrate up the lake, setting the nets for their victims. After the schools of fish have passed, the nets are lifted, the fish removed and the boats hurry ahead to again set the nets in advance of their coming. This they now do, instead of awaiting on the island the coming of the fish as they used to do.

Among the early commercial fishermen who lived on Kelley's Island were J. E. Woodford, Andrew Cammeron, Hugh Cattanach, Jared Titus and later were John and Homer Woodford, John Reinheimer, Peter and John Ditchie, Fred Dishinger and many others. Men from Sandusky and other points also came to the island to fish. The Booth Fisheries Company among them.

CHAPTER 26

THE QUARRIES

The first man to open a quarry on the island was John A. Clemons, as has already been stated. This was before the date of the purchase by the Kelleys. The quarry was located close to the north shore of the island. At the place selected, the rocky ledge rises abruptly about twenty-five feet, forming a miniature cliff.

The water comes to the foot of the cliff and deepens rapidly so that it was not necessary to build a long dock to get a depth of water sufficient for the small boats of that time.

The dock must have been substantially made, for it endured for many years, notwithstanding the fact that it was not within the shelter of the bay, but was some distance to the west of it and exposed to the fury of the tremendous northerly storms that roll up seas almost equal to those of the ocean.

From this dock, the first shipments of stone and cedar are said to have been made in 1833 and 1834 by the Kelley Brothers.

Just how long it was after the purchase that stone was taken out of this quarry, it is now impossible to ascertain; but not for long. The quarry was practically abandoned after 1835 until 1872, when the property was sold to Calkins & Company.

In the meantime, other quarries were opened near the south and the west shores of the island.

A quarry was opened near the shore of the West Bay by John Titus who purchased eighty acres along the west shore in 1842.

Mr. Titus also built a small dock from which to ship stone.

Owing to the fact that the south shore of the island is nearer to mainland and affords a better shelter for boats, it was the first and most obvious place to be selected by first comers for settlement.

The north shore was not settled until many years later and remained a wilderness, inhabited only by birds and beasts. The north quarry consequently was not worked, after it was found that equally good stone could be obtained by opening quarries close to the south shore. Small quarries were opened by George Kelley at several places. One on Division Street, which had to be abandoned, because it filled up with water and is now a pond and has been the favorite play spot for the children for many years.

Wm. S. Webb opened a quarry which he sold to George Kelley in 1854.

In 1855, Mr. Kelley employed Mr. Andrew Cameron to enlarge the quarry which was long called the Upper Quarry. A dock was built and a road laid out from it to the quarry. Kilns were also constructed and lime was burned and shipped. The dock is now called the Upper Dock or Coal Dock.

In 1856, Mr. W. S. Webb purchased 32 acres of adjoining land and soon opened another quarry. He also built a dock about one hundred and fifty rods east of Mr. George W. Kelley's dock.

Mr. George C. Huntington also opened a quarry on his property nearby and commenced a dock in 1854. The little ravine which has been referred to in preceding pages, was on his property and he utilized it for a passage way. It afforded an easy grade and Mr. Huntington laid a railway through it from the quarry to his dock. The track ran out to the end of the dock. The loaded cars ran by gravity from the quarry and the empty cars were hauled back by horses.

This was the first railway constructed on the island. There is no record to be found of the date of its construction but it was before 1860.

Mr. Huntington's office was located on the bank overlooking the dock. It was a well made little building and was afterward moved to another location and used by Norman Kelley and the Kelley Island Lime and Transport Company for many years.

Charles Carpenter also opened a quarry about 1860 from which he shipped stone to Cleveland. He was fortunate enough to receive some large contracts for stone for the U. S. government piers there and elsewhere.

An interesting account of his scow Elmina was found in the Islander, Vol. 7, No. 6, written by George P. Bristol, under date of January 17, 1867. He said:

"A few years ago the scow Elmina, owned by Mr. Carpenter, started for Cleveland loaded with a cargo of stone. The weather became foggy for two days and nights and she sailed and drifted until it cleared. When the Captain found himself in Maumee Bay about nine miles from Toledo."

Mr. Carpenter discontinued the stone business in 1863.

Mr. George W. Kelley's stone business, including quarry and dock, was purchased in 1857 by his brothers, Franklin and Norman Kelley.

In 1865, F. and N. Kelley acquired the quarry opened by Mr. Webb and also his dock. They also purchased Mr. Huntington's quarry and dock and thus became owners of all the commercial quarries and all the docks then on the South Shore, except Mr. Carpenter's. Franklin Kelley, having previously acquired the steamboat dock at the foot of Division Street, sold a half interest in it to his brother and partner, Norman Kelley.

In 1869, Franklin Kelley's interests were purchased by Norman Kelley, who thus became virtually sole owner of all the above mentioned properties, although his cousin, Alfred S. Kelley, who had been associated with Mr. Webb in the latter's quarry, retained an interest. Thereafter the business was conducted as N. Kelley & Company. The dock formerly owned by Mr. Webb was enlarged from time to time, as the business required.

At first, the stone was sold for building purposes. During the time that navigation was closed, building stone was hauled to the dock and piled in orderly manner close to the water's edge. The schooners and scows engaged in the stone business in the early days rarely were over three hundred tons in burthen. They carried 50 to 60 "cords" of stone. Stone was sold then by the cord, which weighed 5½ tons.

The deck of the largest boat then going to the island for stone was about on a level with the top of the dock. The stone was passed by hand from the dock to a man stationed by a hatchway who tossed it into the hold.

But soon after Norman Kelley took charge of the business, he made a contract with the Cleveland Rolling Mill Company to supply it with flux stone to be used in the pig iron furnaces. Larger boats were employed and more rapid methods of loading became a necessity. This lead to the development of iron sheathed "shoots" for loading and to building an upper deck to the dock from which the stone could be "shot" from the wagons directly into the ship's hold.

We quote from an article in the Islander of January 1874 the following:

"This branch of our stone trade (flux stone for blast furnaces) has been rapidly increasing for several years and is now perhaps as important a feature of the stone business as the lime or building stone. It is but a few years since our stone has been introduced to any extent for fluxing purposes. The demand for surface stone having previously been confined almost entirely to filling government piers and breakwaters at different harbors on the Lakes.

"The demand for stone for the manufacture of lime is most uniform and is steadily increasing year after year. The Island limestone having a reputation of

being superior to any in the market, is sought for and is shipped to almost all points on the lakes, from Dunkirk, N. Y. to Duluth, Minn. and Chicago, Ill.

"Many interior towns in New York, Pennsylvania, Ohio and Michigan are now using our limestone. The building stone trade is not as uniform as is that of either the flux or limestone.

"For several years past, increasing each season, a great want has been felt for better facilities for handling stone and loading the larger class of vessels running in the trade. This want has been at length in part supplied by an elevation erected on the 'middle dock' (so called) formerly owned by Mr. W. S, Webb.

"The structure was suggested and planned by Mr. N. Kelley under whose general superintendence it was built during the months of last July, August and September. The principal feature of this structure where it varies from any other docks erected for loading vessels, is the application of movable platforms, so that carts can be backed over the vessel's deck before the load is dumped into shoots or spouts."

The excellent quality of the lime stone found on Kelley's Island attracted the attention of G. W. Calkins & Company who purchased some land in 1866 at West Bay. Calkins & Company owned lime kilns in Cleveland where the stone was shipped and burned.

In 1872 Messrs. Calkins & Company purchased of W. D. Kelley 117¼ acres of land on the North Bay. Mr. Calkin's partner Mr. J. T. Clark then sold his interests to a new firm composed of G. W. Calkins, M. C. Younglove and Charles Hickox. This firm acquired other holdings about North Bay and the old lot No. 13 which includes all of the Long Point.

In the very early days, James Watkins had lived on the Point and had burned lime there in a small way.

The ruins of his little kiln is still there over grown by vines and bushes. It is near the west shore, about 2,000 feet from the North end of the point. The firm of Calkins, Younglove and Hickox, still called G. W. Calkins & Company, made many improvements at the "north side" in 1872. They built a new dock in the bay, erected lime kilns and a cooper shop where barrels were made in which to ship the lime. Tenements and a boarding house for employees were built besides many other necessary improvements. They also had a steam barge built at the shipyards at Black River (now Lorain, Ohio). This was christened "Charles Hickox" and was employed in carrying lime and stone from the island.

In 1874 Hughes Bros. and Bangs took stone for the Soo Canal from N. Kelley & Company quarries.

In 1876 (centennial year) the contractors Baker, Van Bleck & Company were engaged in building the first large American lock at Saulte Ste Marie ("The Soo"). They contracted with Calkins & Company for block stone to be used in building the lock. They took charge of the work of getting out the blocks and employed a force of about one hundred and fifty men for about a year.

In 1891 the Kelley Island Lime & Transport Company acquired the properties of E. R. and E. T. Collins and N. Kelley & Company and other properties have since been purchased, which have put the Company in possession of practically all the good stone land on the island.

The K. I. L. & T. Company increased the lime production at the North Bay and it became a beehive of industry.

The business of the Company grew rapidly and it made rapid development in many directions.

The Marblehead quarries eventually were acquired and kilns were constructed at Duluth, Minn. This, however, resulted in closing the Island kilns in 1909 and in the reduction of the force employed there.

It is not our plan to write a history of the Kelley Island Lime & Transport

Company except as it affects the history of the island. It took its name and its beginnings from the island, but its interests in other parts of the country are so much greater than its island holdings, that the island is now a comparatively small item in its scheme of things.

Other companies, the Kelley Island Quarry & Lime Company, the Huron Lime Company and the Superior Manufacturing Company had holdings of stone land on the island at one time, but not for long.

In 1912 there were 546,922 tons of stone shipped from the island in 459 boat loads.

At the present time, 1924, all the quarries except the North side quarry are merged into one immense opening extending from the West Bay to the east for fully a mile.

The great dock constructed by N. Kelley & Company has outlived its usefulness and like the old "L" Dock is falling into decay. The same is true of the docks in the North Bay.

All the shipping is now done by the stone company from the West Bay dock which has been so enlarged and improved by "pockets" and conveying belts and etc., that the cost and time of loading the ships has been reduced to the minimum. A seven thousand ton ship can now be loaded in less time than it took to load a 300 ton ship in the seventies.

A great net work of movable railroad track covers the floor of the quarry and long trains of dump cars drawn by steam engines instead of horses take the stone to the dock or the crusher.

In the early days, the stone was blasted out with black powder and long fuses put into holes drilled by men with sledges and hand drills. Today, the holes are drilled by machines driven by compressed air and the "Shots" of dynamite are set off by electricity.

Then, the large pieces of rock were broken by sledges in the hands of the workman and loaded by hand into wagons. Today the rock after blasting is loaded onto cars by a steam digger and crushed by machinery.

CHAPTER 27

THE ISLAND HOUSE

After the steamboat Islander was put into commission and it became generally known by the companies operating steam passenger ships between Buffalo and Detroit and upper Lakes ports, that the Islander was making regular tri-weekly trips between Kelley's Island and Sandusky, they would take passengers for Sandusky and leave them at Kelley's Island.

It often happened that a party of several travelers would thus arrive unexpectedly at almost any hour of day or night. In as much as the only house on the island that was of sufficient size to accommodate more than two or three persons, was that of Datus Kelley, it fell to his lot to accommodate them with board and shelter until they could leave the island. Such a visitation was by no means welcome, and the patience and resources of the good and hospitable Mrs. Kelley were taxed to their utmost.

No charge was made in the early days even when the travelers had to wait a day or two before they could leave. An occasional traveler would insist on paying for accommodations but that was exceptional.

The demand for accommodations became so large that a three story addition was built to the original house and Addison Kelley and his wife then took charge of it and opened it in the spring of 1853.

It was called the Island House then for the first time. Mr. and Mrs. Datus Kelley remained in the house as boarders.

For many years the Island House was one of the most celebrated hotels among the islands and during the season, was filled with guests from all parts of the United States. It had the honor of being the first hotel of any importance on any of the islands, those at Put-in-Bay having been constructed many years later.

The season began with the spring bass fishing which attracted a large number of sportsmen. About the first of July came many ladies with children for the summer. The fall fishing attracted more fishermen. The grape crop brought buyers from many large cities and the growing stone business also brought guests for the hotel.

It is interesting to know that the rates at that time for transients, were one dollar a day while boarders or families were charged two dollars per week, children and nurses half price. This statement is taken from an article published in 1876 in the Islander and written by Sarah W. Rush, a granddaughter of Datus Kelley, her father being Wm. S. Webb. She was the wife of Mr. Jacob Rush who was owner of the hotel at the time the article was written.

Mrs. Rush stated that these rates were continued up to 1854 when board by the week was increased to three dollars. The transient rate was unchanged.

In 1857 the rate was raised to $7.00 per week. In 1858 board by the week remained the same as before but transient or single day rate was raised to $1.25 and rates remained so until 1861 when on account of high war prices, the rate advanced to $9.00 per week and $1.50 per day.

The house was remodeled in 1862 and again in 1865. In that year, Mr. Addison Kelley gave up the hotel business and moved into his new stone mansion on Water street facing the lake near the Inscription rock. Mr. J. D. Bourne then took charge of the Island House and opened it for guests July 4th, 1865.

At the death of Mr. Datus Kelley which occurred January 24th, 1866, the Hotel came under the management of Mr. A. S. Kelley who acted as executor of

The Store or "Lodge" Kelley's Hall and the Island House in 1870

the estate. Mr. and Mrs. Bourne remained in charge of the hotel until the spring of 1869, when it was sold to Messrs. Watson, Colby and Hickox of Mansfield for $7,000.00. They sent Mr. C. C. Townley to run it.

Mr. Townley was a decided acquisition to the island and entered heartily and sympathetically into all its activities and became a general favorite. He contributed many interesting articles to the "Islander." Mr. Townley returned to Mansfield after the hotel was sold April 1st, 1874 to Mr. Jacob Rush. Mr. Rush made extensive additions and improvements and installed a steam pump on the lake shore to supply the hotel with running water.

The hotel was full of guests and very popular during Mr. Rush's ownership, but unfortunatly it was totally destroyed by fire November 2nd, 1877, after the season had closed and so there was no loss of life.

The hotel was rebuilt by Mr. George Schardt, but again burned down and the lot remained vacant until it was purchased by the Civic Club and dedicated for Park purposes May 30th, 1924.

CHAPTER 28

ADVENTURES IN DOCTORING

In the days before there was a resident physician on the island, everyone doctored his own ailments as best he could, or went to Sandusky for medical attention, unless he was too ill to make the journey.

In cases like toothache, there were but two alternatives, let it ache or have it extracted by Mr. Addison Kelley, who had provided himself with a few pairs of forceps.

Sometimes, Mr. Kelley was called to perform a surgical operation, such as setting a broken bone, lancing a felon, boil or abcess and the like.

In cases of childbirth, certain women of the island in whom confidence was placed were usually called upon. Such a one, was Mrs. Datus Kelley, who often assisted at such times.

On one occasion, about 1860, Mr. Addison Kelley was called upon to perform an obstetric operation. The mid-wife found that the case was beyond her experience. The patient could not deliver her burden, which proved to be twins and after many hours of labor, desperate measures were decided upon as the only hope of saving the mother's life.

Mr. Kelley was without suitable obstetrical instruments, but knew what he should have, and called upon his brother-in-law Mr. Charles Carpenter, to assist him in making it. Together, they went to Jake Hay's blacksmith shop, where they fashioned at the forge a crude but efficient appliance. With this rough instrument, and without the aid of anesthetics, they succeeded in saving the life of one of the twins and of the suffering mother.

The child grew to manhood and was in (1924) a resident of the island. The mother lived for many years after her awful experience.

Sometimes Doctor Townsend of North Bass would make a visit and remain a few days or weeks at the island if need be. He was sometimes sent for, but many of the island people preferred Doctor Gawn of Sandusky. Miss Doctor Jane Spalding went to the island in 1867 and was its first resident doctor, yet Doctor Gawn was called upon by some who had no faith in women doctors.

Mr. Jerry Dean's diary records that on February 6th, 1871, Oscar Dean and Uri Ward started for Sandusky to get Doctor Gawn. They left at three in the afternoon and returned at about eleven at night, having been eight hours in making the round trip of about twenty miles.

They undoubtedly went in Mr. Oscar Dean's mail boat, for the ice had been swept away on January 29th. They probably rowed or sailed to Marblehead and walked on the ice across the bay to Sandusky.

Within five hours after the doctor's arrival, an eight and a half pound boy was born in Mr. Dan Huntington's house.

It is not recorded whether the doctor was taken back to Sandusky on February 7th, but if he did not go that day, he had to remain five days, for the record states that no one crossed after that date until February 12th. The mail carrier, Oscar Dean, attempted to cross on the eleventh, but was unable to do so.

Captain Corydon Woodford who formerly lived on the island tells the following:

In the Spring of 1879, his brother Charlie was very ill and his mother thought that no one could help him like Doctor Townsend whose home was at North Bass Island but who was thought at the time to be at Point au Pele Island. Accordingly,

Captain Woodford, then a young man and another man started for Pelee in a row boat.

They took with them a lot of mail that had been accumulating at the Kelley's Island post office awaiting an opportunity to be forwarded to Pelee.

At that time, the Canadian postal department did not provide a regular mail service for Pelee island. It often happened that no mail would be sent from Kelley's to Pelee island for a month or longer, especially in winter time for the crossing between these islands is then dangerous and difficult.

The two men were favored and made the passage in a row boat without especial incident. There being no post office on the island, they took the mail to Henry Reinheimer's house and sent out word to the islanders to come for their mail.

They remained in Hank's house and interviewed each new arrival as to the whereabouts of Doctor Townsend. Men came straggling in all day from various parts of the island. Some came as far as twelve miles, on a chance that there was mail for them.

It seems remarkable that news of the arrival of mail should have spread so rapidly when one considers the sparsely settled condition of the island at that time. Many families were isolated by several miles from their nearest neighbors.

After waiting twenty-four hours, and seeing practically everyone who would be likely to know about the doctor, they became satisfied that he had returned to his home. They then rowed back to Kelley's Island to report their failure and started for Put-in-Bay.

Their boat was put in a wagon and taken to Carpenter's point where it was launched and away they went again, rowing against a fair sized sea raised by a brisk Northwest wind. Both were powerful men and in due time, the eight miles were crossed and they made a successful landing on South Bass or Put-in-Bay Island. Fortunately for them, the first person they asked, knew where the doctor was. They were directed to Mr. Ladd's house and found the doctor about to leave and return to North Bass or Isle St. George. They stated their errand, and the energetic little old doctor immediately agreed to accompany them to Kelley's Island.

It seems incredible that the old man should have been so dauntless and so willing to face the dangers of passing from island to island in all kinds of weather, and at all seasons of the year in any and all kinds of boats.

With his long white beard blowing in the wind he seated himself in the boat. His medicine case, was strapped to his shoulders like a soldier's knapsack. He was a wirey little man and made no trouble in a boat, for he was quick to help to trim ship when necessary, and to aid in baling out the water that occasionally dashed over the side.

Except for being thin, he resembled a typical Santa Claus, for he had a large and very red nose and white hair and beard and a quick spiritely manner.

The exertions of these men, however, were in vain, for Charley Woodford soon passed on to that "bourn from which no traveler returns."

Miss Spaulding, the resident doctor found the island almost too healthful a place. Her coming was greatly appreciated, however. It is said that as the first winter approached, that Doctor Spaulding decided to leave the island, and was at the dock ready to board the steamboat that was to take her to Sandusky. It being advertised as positively its last trip for that season, when some of the fishermen discovered that she was about to depart. Every argument was used to dissuade her and finally the hat was passed around among the crowd on the dock and quite a handsome fund was raised and offered to her as an inducement to remain. She accepted amid great enthusiasm of the men.

A similar occurrence took place in the following year. Evidently deter-

mined to be well paid for spending the winter on the island, Doctor Spaulding is said to have repeated this performance for several years.

She finally disposed of her practice to another woman doctor Miss Sarah A. Henderson, who arrived on the island early in 1874. (A German doctor named Bellamy left the island in 1868. It is not known when he arrived.) Doctor Henderson was the only doctor on the island for a short time, for Doctor Spaulding returned and resumed her practice with the natural result of creating a division among the inhabitants which lead to some bitterness.

Doctor Henderson moved to Sandusky in December 1877,

Doctor Spaulding remained until 1879 when she went to Santa Barbara, Calif., and ended her days in California.

There is some uncertainty as to dates, for there was some overlapping; but she was succeeded by the following doctors about in the order named: Dr. Wm. Pomar, Dr. Geo. Fann, Dr. A. Snyder, Dr. J. J. Klein, Miss Dr. Morley, Dr. Hodge, The two last mentioned married and soon left the island.

Then followed Dr. Rankin, Dr. R. N. Sheldon, Dr. R. D. Reynolds, the latter remained but two years and removed to Greenspring, Ohio, where he developed to a higher degree than before, that very attractive sanitarium, whose medicinal waters have been resorted to from the earliest times The native American Indians regarding it very highly and in their treaties with the whites reserving the Springs and contiguous territory for their own use.

Dr. H. D. Peterson followed Dr. Reynolds and remained for several years before moving to Sandusky where he died in 1924.

Dr O. Van Epp came on the island while Dr. Peterson was there and after Dr. Peterson left, Dr. Farrell arrived. Dr. Van Epp then moved to Point au Pele Island. Dr. J. G. Griffin took up his practice on the island about 1906 and remained until 1911 when he moved to Akron, Ohio. Dr. G. W. Manning began in 1914 and left in 1915. Dr. H. M. Jump came in 1915 and died on the island 1918. Dr. Wm. T. Sullivan 1919-24. Dr. Haas, 1924. Present incumbent,

Dr. Haas is a poet whose verses on Kelley's Island have been greatly admired.

CHAPTER 29

THE BOATS THAT SERVED THE ISLAND

A complete list of all the boats that called at the Island for wood or stone or served in various other capacities would not only be tedious to read but difficult to compile; but it is interesting to know about some of them and particularly, the earliest in the service.

We know that the celebrated steamboat Walk-in-the-Water stopped at the island for wood on its trips between Detroit and Buffalo in 1818 and that when she discontinued going into Sandusky Bay, that Captain Coit ran a sail boat ferry to convey passengers from Sandusky and Venice to and from the island to connect with the Steamer. Captain Napier also had a sail boat, and made trips from Sandusky to Point au Pelé and stopped at Cunningham's Island.

There are several conflicting accounts regarding the first boat to serve the island after it came into the possession of the Kelley's. According to one account written by A. S. Kelley it was a little sailboat with a long bowsprit called the Humming Bird that was used to carry mail and passengers to and from Sandusky. According to Addison Kelley the Ben Franklin built at Rocky River and launched July 1834 for D. & I. Kelley in which he sailed during the fall of 1834 was the first.

The Ben Franklin was caught at Buffalo at the close of the navigation season of 1834 and frozen in. She was sold there and Addison Kelley returned to the island in January 1835.

Mr. W. S. Webb in his account of the adventures of Jake Hay, stated that Mr. Hay went from Cleveland to Sandusky on the Steamer North America, from Sandusky to the Island on the Schooner Eclipse and from the Island to Point au Pelé Island on the Grampus arriving at the latter isle, June 10th, 1835. He remained there till the fall of 1836 when he stopped at Kelley's Island and was employed by Addison Kelley. Mr. Hay went to work on November 8th, 1836 helping to build the Scow Argus which was being constructed for D. & I. Kelley under the supervision of a Mr. Curtis. Mr. Webb stated that the vessel was built on a "flat" at the mouth of the "Tiber."

The Argus evidently was an unfortunate boat for Mr. Webb dismissed it with his comment, "There are many legends connected with the vessel, but as they are not particularly creditable to the character of the craft, it is proper that they should be omitted."

In 1839 another celebrated (at the time) craft was built on the island, near the spot where the Argus had been built. She was constructed along original lines. Her architect or designer was Addison Kelley. She was called the "Number One" an odd name, for she was not the first, nor was the next boat built on the Island called the "No. Two." She was thirty feet long and very narrow and deep and had a fin keel 18 inches wide by 4 inches thick which was shod with an iron shoe weighing one and a half tons. She was a deep water craft and drew too much water to be brought along shore. She was slow to "mind her helm," and therefore, a difficult craft to handle. Her capacity was limited, yet she served for seven years carrying wheat from the island and Lower Sandusky and other ports to Venice in Sandusky Bay to be ground into flour at the mills of Mr. Heywood.

In 1846, Mr. Heywood proposed to Addison Kelley who was at Venice with a load of wheat that a Steamboat would be better than a sail boat for the purpose and offered $2,000.00 toward building one. The sum to be placed to his credit

and repaid by carrying wheat for him. The proposal was accepted and Addison returned to the Island where a Stock Company was formed and the sum of $5,000.00 was subscribed to build her.

The keel was laid about July 1st, 1846 at a point on the South bank of the island just above the division line between lots 2 and 6 or Mr. Huntington's East line. Her timbers were cut on the island and her upper works were largely composed of red cedar. She was launched in September, christened The Islander and put into service October 20th, 1846, and thereafter made three trips a week during the navigation season between the island and Sandusky. Like most of the steamboats of her day, she had no whistle. A large bell was used instead.

She did not go to Put-in-Bay until in 1850 or '51. The Put-in-Bay people then guaranteed her $5.00 per trip, as an inducement to go there. She was a small side wheel or paddle wheel steamer, so small as to excite great interest where ever she went. At one time, she was caught in the ice near Cleveland and when found by the rescuing steamer United States that set out from Cleveland to release her, she had been lifted out of the water by the ice pressure. The Captain of the Steamer United States in telling the story, used to say with a laugh that he found her floating on a cake of ice.

The Islander was built by Captain Dibble, of Sandusky, who had built several other steamboats. During her construction, he operated the sailboat Swipes between the island and Sandusky. The Islander was run by Captain George W. Orr.

The Yacht Charley owned by A. S. Kelley ran in place of the Islander when she was absent at Fremont. The "Charley" was operated as a ferry on Tuesday, Thursday and Saturday afternoons, the days alternating with the Islander's trip.

During 1849 the Steamer Bunker Hill ran between Sandusky and Toledo stopping at the Island enroute. These boats fueled at the Island. The Steamer Forester also stopped for fuel. There were by that time many steamboats plying on Lake Erie between Detroit, Toledo, Buffalo and intervening ports. It is probable that many of them stopped for wood at least, if not with merchandise for the island.

In the Spring of 1854, the Islander was sold for $4,000.00 the boat being eight years old.

The cement works at Ottawa City located at the northern extremity of Catawba Island, was then in full operation shipping cement to various lake ports, and the management of the Cement Company having made liberal offers in the way of freight, the owners of the Islander decided to build a larger boat. A subscription for stock was started and about seven thousand dollars was subscribed by Island folks and two thousand by Rivera St. Jurjo of Put-in-Bay.

The keel was laid in July on George Kelley's shore dock, and the new boat was christened "Island Queen" and launched about Thanksgiving day and was froze in until January 7th when she was towed to Sandusky by the steamer Ariel where her machinery was installed and she was ready, for service in the Spring of 1855.

Her official measurement was 172 tons. During the summer after the sale of the Islander, the people had to depend on sailboats and the Detroit Steamer—Bay City. Captain Lundy agreeing to stop at the island when passengers enough to amount to five dollars in passage money wished to land or leave there.

When the Queen started to run, she included in her route, Fremont, Plaster Bed and other Sandusky Bay ports, besides Sandusky, Ottawa City and the Islands.

She also went to Cleveland or Toledo once a week with cement from Ottawa City. She, as did the Islander, made a part of her earning by towing sailing vessels in and out of Sandusky Bay. She, like the Islander, had an upright or "Sawgate," high pressure engine.

She cost about $18,000.00 when completed, which was twice the amount estimated and subscribed and did not pay out for five years. The war breaking out, and the fisheries and vineyards prospering exceedingly during that period together with a good excursion business of full loads twice a week, she made money and invited competition.

She gave up going to Fremont at the beginning of the Civil War and began daily instead of tri-weekly trips to the Islands except when she went to Huron, Black River or some other point after excursions.

The Queen never met with a serious accident nor suffered anything more than a broken crank shaft except when she was captured by the Rebels and sunk on "Chick-a-no-lee" reef. Claims for $2,000.00 were filed for this loss together with the Alabama Claims, but the commission threw it out as "not coming within the scope of the protocol."

The growing business on the route necessitated a larger boat and the Queen was accordingly sold in 1866 to the parties of whom the Evening Star a 340 ton steamer was bought. The Star ran about two years without opposition when the Reindeer was put on the route by Mr. Fox of North Bass. The business grew unprofitable for both boats. A consolidation was made and the Lake Erie Steamboat Company was formed with A. S. Kelley as president. The Star and Reindeer were sold at a loss. In 1852 the sailboat Sportsman was brought to the Island. The sloop Gazelle owned by J. E Woodford and Captain Wm. Black and sailed by the latter, was built that year at Port Clinton and brought to the island. The Gazelle was a fast and sea worthy boat of about thirty tons capacity. She was decked over and had a cabin and one large hatchway. She ran from Sandusky to the islands regularly until the Steamer Island Queen took the route. She was said by A. S. Kelley to be the best sailing vessel that served the island. It was this boat that brought back the passengers of the "Queen" from Put-in-Bay when the "Queen" was captured by the Rebels in 1865.

Mr. Woodford also brought the Coral to the island from Lake Huron where he had used her in the fishing trade.

The Zouave sailed by Captain Vessey brought passengers and mail from Sandusky in 1863 and before, and the Zula sailed by Captain Dayton served the Island similiarly at about the same time.

The Rina and the Julia, the latter sailed by "Johnnie" Reinheimer were staunch sail boats. The Julia was built like a pound boat and could carry at least six tons of freight.

The Gilmour a three hundred ton Schooner was owned by Erastus Huntington and Captain Ort. Moor of Kelley's Island. Captain Moor sailed her.

A story is told about the Gilmore by Captain Corydon Woodford, who when a lad, sailed on her as cabin boy. The Gilmore was an old boat then, and so leaky, as to require much work at the pumps, to keep her afloat. When she was at dock, the crew did not dare go to sleep for fear that she would sink, so they resorted to the following expedient.

They procured several bushels of horse manure and dumped it into the water along side the boat near the "run" where she leaked the worse, and by poking the manure down into water, it was sucked into the seams until the leak had automatically calked itself. Ship was then pumped dry and the crew went to sleep in no fear of waking up in a watery grave. It is only fair to say that the Gilmore was repaired and carried stone from the island, making regular trips up to 1884 or later.

From an account in the Islander regarding the Scow Elmina being lost in a fog told in more detail elsewhere, we learn that this boat was engaged in carrying stone to Cleveland for Charles Carpenter who owned her. The date is approximately 1860.

It is recorded that the sailboat "White Faun" Captain Lincoln sailed to

Sandusky on December 20th, 1869 and returned with the mail and fourteen passengers.

In 1862 the Steamer Dart, Captain Selah Dustin ran between Detroit and Sandusky and stopped at Kelley's Island whenever there was freight or passengers for it.

In 1864 and '65 the Steamer Parsons was on the same run. On September 30th, 1864 the new steamer Messenger commenced making weekly trips between the Island and Cleveland, Ohio.

After the sale of the Star and Reindeer, the Island Queen was again put on the route and she served for the balance of the season. This was her last appearance. She went to Detroit and was soon after burned. Then followed the VanEpps, the Riverside, the Gazelle, the Jay Cooke, the General Grant, the Cleveland, the R. N. Rice, the Ottawa and the tug General Lyons. The propeller Granite State ran from Put-in-Bay to Cleveland.

The Jay Cooke captained by John Edwards and later by L. B. Goldsmith, ran for many years as the Cooke and was later re-christened the City of Sandusky. The Alaska Captain Harriman and later Captain A. J. Fox ran from Sandusky to Detroit and was followed on that run by the Frank E. Kirby, the fastest boat of her time. She was succeeded by the beautiful and still faster steamer Put-in-Bay, launched in 1911 and still in service. Besides these, were the Pearl also captained by Mr. John Edwards, the Chief Justice Waite, Captain F. McNally, the Louise, Captain A. Dwelle, the American Eagle, and the Lakeside, the latter an ice crusher that made all winter trips and was a great comfort to the islanders. The Golden Eagle owned by Mr. Wherle of Middle Bass was also a good ice crusher and ran a few seasons. An ancedote is told of Edmund Ward who was returning from Sandusky on the Golden Eagle in the company of several islanders, who were complaining of the rate of fare which was a dollar each, one way. In summer the fare used to be twenty-five cents or forty cents round trip between Sandusky and the island. Mr. Ward listened quietly to the complaints, and then said in his quiet way, "By Mighty, if you fellows had to walk across the ice with the mail boat, you would have paid a dollar and pulled the boat, and perhaps broke through and gotten wet half a dozen times. It's much more comfortable on this boat at the same price." This quieted the grumblers, for it was true.

There were other boats that served the island. The B. F. Ferris would bring a load of cattle for the butcher, Mr. Henry Trishman, every few weeks. The U. S. Grant and the R. B. Hayes ran between Fremont and the Sandusky Bay ports of Venice, Plaster Bed, Danberry, Sandusky City to Ottawa City (now called Catawba Island). They often stopped at Kelley's Island enroute. The Louise ran between Sandusky and Pelee, stopping at Kelley's Island enroute. She is still in service at Erie, Pennsylvania.

The side wheel steamer Pearl ran from Cleveland to the islands for several years beginning in 1874.

An interesting side light on the steamboats can be obtained from the little article which appeared in Volume 16 in "The Islander" under date of January 15, 1875:

> "Just twenty-one years ago last Friday, the Island Queen was towed to Sandusky for her machinery. She was ready to launch on Thanksgiving Day, but owing to defects in the way, she did not slide off according to program. The next day being Friday, all work was suspended. On Saturday she was launched, but the Bay froze up and the Queen had to lie at the dock till the 7th day of January, when she was towed to Sandusky by the steamer Ariel.
>
> We have had strange experiences since that time. She was sold and replaced by the Evening Star, a very fine boat. Opposition became the order

of the day, and we had the Reindeer operated by Mr. Fox of North Bass, which gave us two large side wheel boats for a time which finally degenerated (by the sale of both of them after a consolidation of interests) to a rolling Saw Log, the Riverside, and finally settled down to the Gazelle, a fast steamer, but will discount the Riverside rolling. The Riverside would stop rolling in still water, but the Gazelle never knows when to stop. The people would be very glad to go back twenty years as far as communication with Sandusky is concerned."

In 1872 the steam barge Charles Hickox was built for carrying lime and limestone from the island to Cleveland for Calkins & Company, owners of North Quarry. In 1878 Norman Kelley bought the barge or propeller Monitor and the schooner Oneida. A. Dwelle, an island man, was captain of the Monitor, which served N. Kelley & Company until they sold out in 1891.

The Kelley Island Lime and Transport Company operated the steamer Jim Sherriffs, which carried stone to Duluth. They also owned the steamer N. Y. Gowan, which carried lime to Cleveland and Detroit. Later they purchased the steamer Desmond and the Steamer Isabelle J. Boyce for the Cleveland stone trade and the steamer Norma for carrying freight between Sandusky and the island. The Norma was latter succeeded by the steamer Recor'. In addition to these, the company operated two steel barges and a tug to tow them in carrying stone to Cleveland.

During the seventies and eighties there was considerable fire wood brought to the island for domestic consumption. Practically everyone on the island was still using wood-burning stoves. Those who owned wood lots were few and were unwilling to sell wood to their neighbors, for it was becoming scarce on the island. There was still heavy timber along the banks of the Portage River, and the settlers were clearing up the rich land and were anxious to get it into cultivation. Accordingly, firewood was bought cheaply by the captains of the river boats that ran up the Portage to the head of navigation near Oak Harbor. The wood was hauled to the banks of the stream by the farmers and was loaded directly aboard the boats that could run alongside the river bank at many places..

For the benefit of any reader not familiar with boat construction, a description of the several types will help him to understand these river boats. But first we will describe the lake boats. They were of two styles, the so-called paddle wheel boat and the propeller. The paddle wheel boat had a large paddle wheel on each side, located about amidship. These wheels were encased in a "house" which came within four or five feet of the water. Each wheel had a double frame, and the frames of it were connected at the extremity of each so-called spoke by a board or blade about four feet long and two feet wide. When the wheel was revolved by the turning of the shaft, corresponding to an axle, the blades or paddles were immersed and by pushing the water they drove the boat forward.

The propeller was a screw, set in the stern of the boat below the water's surface. This screw was composed of three or four blades that were shaped much like the blade of an electric fan. The screw was at the end of a propeller shaft which extended lengthwise of the ship from the stern to the engine which was about midship also. The engines of most of the early steamboats were high pressure type, and the exhaust of the steam made a noise that could be heard for miles on a quiet day.

The river boats had either two paddle wheels, one on each side located near the stern, instead of amidship, or they had only one large wheel at the stern which was almost or quite as wide as the boat. These boats were flat bottomed and were built to run in shallow water, and they could run the bow close to the river's bank. They had little or no cabin, only enough to protect the engine and pilot. The sig-

nals to the engineer were given by taps on a large bell that was suspended high above the deck. The bell also served to announce the arrival of the boat; for at first neither the river nor lake boats used a steam whistle.

As has been said, the river boats made a great noise by the exhaust of the engines, and as they could not safely navigate the open water of the lake, except in quiet weather, their approach was readily heard while they were yet a long way off. There was therefore no necessity for ringing the great bell to announce their coming.

These old river boats presented an odd sight to island folks accustomed to the trim appearance of the comparatively modern side wheel steamboat or to the stern wheel propeller. They, the river boats, each had an enormous rudder which stood high above the water, as well as running down to the depth of the boat itself. This great rudder could be easily unshipped or knocked off entirely by a wave of ordinary size.

The river boats that occasionally brought wood to the island from the Portage River and other nearby ports were the Ottawa, the Hickory, the Young Hickory, the Germania, the Ella G., the Clinton, and the Phillip Walters. The latter was converted at a later date from a paddle wheel to a propeller type, but the change was not successful. She was not adapted for it and proved to be so unseaworthy as to capsize and sink soon after the change was made. Captain Gillespie, who ran her, barely escaped drowning with others of his crew who found a watery grave along with her.

The Golden Eagle owned by Mr. Wherle of Middle Bass and used during the summer as a ferry between Middle Bass and Put-in-Bay island, served the islands during the winter months when side wheel boats could not navigate. The Golden Eagle could run through the ice if not over four or five inches thick, and so long as there was open water, no matter how heavy the ice, if it was broken into fragments. She ran in the late fall and early spring, and occasionally if the weather was mild, all winter, making regular daily trips, unless prevented by stormy weather or ice. She ran during the seventies.

It is recorded in G. P. Bristol's diary of 1879 that on the 24th of March, the Golden Eagle arrived from Sandusky late in the day and when she left the island steamboat dock it had already become dark. In some way, not understood, she got caught in heavy ice east of the dock and sank. But there was time for every one to get off and even to unload the freight onto the solid ice, before she disappeared in the dark waters. On the following day, March 25th, the tug Mystic arrived from Sandusky and took her passengers and freight to Put-in-Bay. On March 30th, Captain Magle of the Eagle began operations to raise her and succeeded in doing so during the ensuing night. She was then taken to the Middle Quarry dock and tied up. The steamer Gazelle took the Eagle's route on March 31st, it being the first trip of the season for the Gazelle. The next day, April 1st, the Golden Eagle was taken to Cleveland for repairs.

In the following year, 1880, the American Eagle took the Golden Eagle's winter route, and on February 26th she ran through ice eighteen inches thick. The American Eagle, a stern wheel propeller, was one of the best ice crushers that served the island. She was so constructed that when she could not not plow through the ice, she could run up on to it and crush it by her weight. She ran several winters without losing a day. After she had made a channel through the heavy ice in Sandusky Bay, it was not difficult to keep it clear by her daily passage through it; but in the lake, she had to make fresh channels very often because the ice moved so frequently. She also ran during the summer, but as she had too large a cabin and upper works for her size, she rolled badly in rough water. She was sold to Toledo parties who cut down her cabins and converted her into a tug, where she did good work towing the large freighters that came into Toledo

harbor and in keeping the river clear of ice in winter. The last heard of her was about 1915, when she was seen by Captain Frank Hamilton lying on the bank of the "Chenal Eseartie" between Wallaceburg and Dresden, Canada.

The Eagle was followed by the steamer Lakeside, another propeller that had a more powerful engine than the Eagle. The Lakeside was a better ice crusher than the Eagle, but after a few years her owners had her cut in two and a thirty foot section built into her amidship. She was rechristened the Olcott in 1904. She did not do as well in the ice as before and was not as satisfactory in other respects. She was then sold to the European Allies in 1917 and taken to Salt Water via the St. Lawrence River. Captain A. T. May, an island boy, accompanied her to New York.

She was succeeded on the island route by the side wheel steamer Arrow, although both boats had been in service at the same time. The Arrow ran for many years and finally burned to the water's edge while lying at her dock at Put-in-Bay in 1922. The owners of the Arrow sold her hull and purchased the side wheel steamer Chippewa, a large and faster boat. The Chippewa had formerly been the U. S. Government cutter Fessenden and had been brought up from Salt Water, rebuilt, christened the Huron, and put into the passenger service in Lake Huron where she made an unsuccessful season or two, owing to changed travel conditions. She was again rechristened; the name Chippewa was given her and she was put into the excursion business. After her purchase by the Sandusky & Islands Steamship Company, who owned the Arrow, she was brought down to Sandusky by Captain Tyree and refitted and put into the island route in the spring of 1923.

An interesting and uncomfortable experience was endured by a large company of islanders who boarded the Olcott one December day in 1910 to go to Sandusky. All went well until the boat entered the ice channel at the mouth of the bay, when her condenser intake pipes choked with slush ice, making it impossible for her to proceed. After working for hours in an unsuccessful attempt to clear the boat, a large party of men left her and walked across the ice to Sandusky. There was very little food on the boat, and such as there was, was given to the children aboard, for it happened that there were over one hundred passengers, with many little children aboard. It being just before Christmas. The men left the boat at about six o'clock P. M. About 10 P. M. the U. S. Government life saving crew from Marblehead arrived and took off a party of four ladies consisting of Mrs. Ed. Ward, Mrs. Titus Hamilton, Mrs. Lester Carpenter and Miss Jennie Bristol (now Mrs. Norman E. Hills). Mrs. Carpenter was put into their boat which was mounted on runners, but as the night was intensely cold, the other ladies preferred to walk and the entire party proceeded to Sandusky. The night was dark and the wind drove the cold air which swept across the great bay full of ice, so that the thickest clothing offered little protection.

Faint from hunger, for they had eaten nothing since morning, and benumbed by cold, the ladies were taken to the first place that promised warmth and shelter. It happened to be a saloon near the shore, where a number of men were engaged playing cards. The appearance of the ladies at the door occasioned the greatest of surprises and dismay. A veritable panic seized the players, who disappeared like magic, leaving the room empty except for the ladies, the barkeeper, and Jim Monagan long known on the island as "Iron Jim," a boat builder and handy man, who showed the ladies every courtesy. A possible explanation of the precipitate flight of the men in the saloon is the fact that Carrie Nation was at that time prosecuting her war on saloons, and it is probable that the men thought the ladies a party of Carrie Nation's sympathizers. The fire was replenished and the ladies made as comfortable as possible while they awaited the coming of a "hack" which had been sent for to take them to the hotel. In due time the "hack" arrived and the four ladies were taken to the West House where they arrived about 2:00 A. M.

Notwithstanding their famished condition, they were unable to get food until breakfast time. In the interval they went to bed in an attempt to get warm.

Those that remained on the boat had no place to sleep but, they were fed fish which were taken from a barrel that had been shipped as freight. Owing to the limited facilities, it took nearly all night to fry enough fish to supply the crowd. Mr. Charley Gibeaut was the man that is entitled to all praise for caring for the sufferers remaining aboard. Mr. Gibeaut was living on the island at the time and was one of the passengers.

When the life saving crew came to take the names of the four ladies above mentioned, one of them exclaimed, "Why, we rescued you once before when the Arrow went on the rocks off Marblehead." It was indeed true. Miss Jennie Bristol had been a passenger aboard the steamer Arrow two years before, when it ran on the rocks on its way in the fog from the island to Sandusky. There had been little danger but great inconvenience on account of delay. On that occasion the life boats took off several passengers, including Miss Bristol.

The following poem, published in Volume 7, No. 11 of the "Islander" 1866-67, was inspired no doubt by the steamboat Island Queen:

SONG OF THE STEAMSHIP

"I come, I come in my might along:
To the surges around me I raise this song:
The billow's crests my proud sides lave,
And shouting, greet me, Queen of the Wave.
And proud to carry a burden so strong,
The waters exultant bear me along.

I come, I come in my pomp and pride,
The wide expanse I fearless ride;
A noble being with beauty rife.
As I "walk the waters a thing of life,"
Well may I boast as I chant my song,
For human life I bear along.

My precious burthen, the young and old,
A kind protector in me behold;
Though rich or poor, in bonds or free,
Whether deadly foes or friends they be,
Unmindful of these, I hasten along,
Fearless and careless chanting my song.

Over the waves I onward sweep
Rocking them on the mighty deep,
The busy, the idle, the merry, the grave,
All, all I bear on the crested wave;
And still, as the cabin or deck they throng,
I hum to myself my ceaseless song.

But at night when the darkness spreads its pall,
As my mighty heart throbs rise and fall,
When my weary charges have sunk to sleep,
I faithfully bear them over the deep.
As over the waves I glide along,
I solemnly chant my ocean song.

Perhaps the news I bear on my wings,
As silent it spreads on its journeyings,
Will make the heart strings throb and thrill
As fraught with good, as fraught with ill.
But little I reck as I sing my song
Of the grief or joy I bear along.

Ah! there may be danger lurking near,
Making the bravest quake with fear,
The treacherous rock where the breakers roar,
'Neath the beetling cliff that bounds the shore,
Yet He'll protect as I dash along,
And in His strength I'll chant my song.

Onward I'll rush through each voyage, rife
With the malevolent whirl and tempest's strife
Till the haven I reach to depart no more,
Or my timbers bleach on a distant shore,
Till then, will I speed my freight along,
And not till then will I cease my song."

Emma Howlett (now Mrs. Wilson of Denver, Colo.)

Kelley's Island, February 23, 1867.

CHAPTER 30

HEROIC DEEDS

June 29th seems a fateful date for Lake Erie shipping and island people. On this date occurred several severe storms in different years involving wrecks and loss of life. In 1924, occurred the most devastating storm ever known on Lake Erie's shores. Fortunately for the inhabitants of Kelley's Island, the storm, which consisted of a group of several cyclones, did not strike the island, but traveled from the West, down the shore of the lake close to the mainland. While over the water, the wind caused waterspouts, one of which if not more, was lifted over the nearby shore and was carried inland, where it broke, deluged and devastated a large area about Erlin, Ohio. The dry cyclones swept inland also and devastated parts of Sandusky, Cedar Point, and various places farther inland, such as Bogart's Corners and elsewhere and then swept on to destroy half of Lorain, Ohio

The lives of many island people were undoubtedly saved on this occasion by the wisdom and courage of Mr. William D. Kelley II, who was one of a large company of people who were in the office building on the dock at the foot of Columbus Avenue, Sandusky, awaiting the arrival of the steamer Chippewa, when the cyclone struck. Mr. Kelley kept the panic stricken people from running out by resolutely closing the door and standing guard over it. The building swayed and trembled, and it seemed to the imprisoned ones as if it would be swept away by the tremendous force of the wind as were the buildings on every side of them on nearby docks, some of which were carried bodily up into the air and dashed into fragments. The little building, held down by the weight of the crowd, was the only one on the docks that survived the storm. People and automobiles standing on the dock were swept into the water, and the lives of those who were swept away were saved only by the quick and desperate work of those who remained alive.

On June 29th, 1902 occurred a storm of a different character. It was a gale from the northeast, which sprang up during the night and continued with such tremendous force, that even the islanders who are accustomed to storms, were alarmed. Many of them, including men, women and children went to the east shore to see the enormous waves as they dashed themselves in unheard of fury against the rocky coast.

In the meantime, the steamer George Dunbar, which had left Cleveland on June 28th, bound for Alpena was struggling hopelessly for its life and finally foundered a few miles east of Kelley's Island early in the morning of June 29th. Five of its crew of ten took to the life raft and were lost. The other five, including Captain Little, his wife, and grown daughter, escaped from the steamer in the yawl boat, which soon capsized and only the captain and his family remained alive of the entire crew. They were sustained by life preservers and all three being unusually large and vigorous, succeeded in keeping alive, although many times were submerged beneath the breaking crests of the huge waves that rolled in terrible fury over their defenseless heads. The wind and the current was carrying them past the island toward Marblehead. As they drifted past, not far from the island, the captain when being lifted on the crest of a wave could see the people on the shore. He tried to attract their attention by waving his arm. His cries could not be heard over the roar of the wind and the crash of the breakers on the bench. At last, his efforts were rewarded. He was seen by some one, but at first no one could believe that human being were out there alive in the raging storm. They were taken for drifting wreckage, and it was not until they had been under observation for some time that it was decided that they were human beings in need of rescue.

Among the watchers on the shore was Mr. Fred Dishinger, an old and experienced commercial fisherman, his son, a grown man and Mr. James Hamilton, mayor of the island village, all three stalwart men and afraid of nothing. These three men when convinced at last, that the floating ones were alive, started in search of a boat, which they found some distance away, and which they dragged with such desperate haste to the water's edge that they were well nigh spent by the time they were ready to attempt to launch it. The boat was a flat bottomed skiff, ill adapted to battle with such a sea as ran that day. Nothing daunted these three brave men from launching the boat. They were watched by a little group in which were Miss Hazel Hamilton and her two younger brothers. In writing of the event twenty-three years later, Miss Hamilton said: "Myself and two younger brothers watched from the shore, and we'll never forget the awfulness of seeing that little boat tossed about in the heavy sea. It so happened that we all were down to look at the big waves which was fortunate for the shipwrecked people. Dad said, 'Come on Fred, we must get those people.' The two and the elder Dishinger carried and dragged the skiff a considerable distance to the bank, so were pretty well used up before even launching the craft, which was a difficult matter. It is perhaps thrilling to read about, but not so to witness, and I remember not being able to eat a bite for dinner or lunch that day."

One can easily imagine the anxious moments of Miss Hamilton and her brothers as they watched their father and neighbors in their battle with the raging waters. From another source, we learn that two men rowed, while one bailed to keep the boat from being swamped. It was not thought by some of the older men who watched the attempt, that there was one chance in a hundred that they would return alive, much less save the lives of others, for the waves were so huge that the little boat could only be seen when it was tossed up on the crest of a wave. But the men who manned the skiff were experienced oarsmen, who had strong arms and brave hearts, and they finally succeeded in reaching the castaways. In some way the men in the boat succeeded in getting a rope to the captain, who tied it to his life preserver, undoubtedly a circular affair, and then attached it to his wife and daughter. They were then towed toward shore by the men in the skiff, for it was impossible to get them into it. When the surf was reached, the men in the boat leaped into the water and each seized one of the shipwrecked ones, who were so far overcome by the long immersion as to be helpless. One of the women was insensible. The boat abandoned and the rescuers struggled to prevent the others from being hurled to death against the rocks; and so, the three men, struggling desperately to maintain their footing against the strong undercurrent and the avalanche of the breakers, dragged their helpless burdens to the beach, where they were tenderly cared for by the crowd that had gathered ready to render them such help as they required.

The castaways had been in the cold water so long that they had turned blue. It was thought at first that all three were negroes, but when the warmth of their bodies had been restored, they resumed their natural color. The three rescuers were in almost as bad a plight and were so exhausted by their exertions as to be hardly able to walk.

We are gratified to be able to say that the heroic conduct of these men was brought to the notice of the authorities of the United States Government by some of the island people, of whom Captain Corydon Woodford was one, with the result that, in the words of the account which appeared in the "Sandusky Register": "The names of Fred Dishinger, Sr., Fred Dishinger, Jr., and James Hamilton of Kelley's Island will go down in the records of the national government as heroes who won the highest award provided by law for heroic deeds in saving lives from the perils of the sea."

Each of these men was awarded a gold medal by the government. On each

medal is inscribed the name of the man to whom it was awarded, together with the statement, "For heroic daring in saving life, June 29, 1902." Each medal was accompanied by a letter signed by Leslie M. Shaw, Secretary of Treasury of the United States, in which he recited in minute particulars the facts as given above. We quote the concluding paragraph only:

> "Your conduct on this occasion was brave and self-sacrificing in the highest degree, involving the peril of your own life, and is deemed well worthy the bestowal of the accompanying medal which is the highest award provided by law in testimony of heroic deeds in saving life from the perils of the sea."
>
> "Respectfully,
>
> L. W. Shaw, Secretary."

Secretary Shaw's letter was dated December 14, 1904.

When Mr. Hamilton died in 1913, his medal was bequeathed to his daughter, Hazel, who in 1925 still had it in her possession. It is a massive gold pendant about the diameter of a twenty dollar gold piece but about double its thickness. This is suspended by a scarlet silk ribbon from a heavy gold bar pin, making a magnificent badge, a trophy to treasure and to be proud of for all times.

For a time after their arrival, the three badges were put on exhibition at a store, where they were duly inspected by every man, woman, and child on the island, besides many visitors from other places.

Mr. Fred Dishinger, Jr., now in 1925 a man over forty is the only survivor of the three heroes. After resting on the island for about a week, Captain Little and family left, and so far as is known, has never been heard from since.

CHAPTER 31

ISLAND PRODUCTS

The Island has been long famous for its grapes and lime stone, two products that have brought it wealth, but we venture the assertion that no other community in America of equal size has produced so many talented and exceptional people in the same length of time as Kelley's Island.

In addition to such men as Horace Kelley whose interest in art and whose name is perpetuated in the Kelley Art Gallery at Cleveland, Ohio, to which he bequeathed a large sum of money, the island has produced several artists of exceptional ability, among them are: Miss Nellie Elfers, daughter of Mr. Frederick Elfers. Miss Elfers is Director of Art in the Public Schools of Riverside, California. She is a graduate of the New York Art Institute.

Mr. Arnold Scheely, who also studied at the New York Art Institute and is a graduate of Columbia College, New York, and the Northwestern University of Chicago, is a landscape painter of great ability.

The Kelley Island Music Union organized in 1885 is the beginning of the present Choral Union which is one of the oldest organizations of the Island. The first officers of the Musical Union were: Erastus Huntington, First Chorister; E. J. Goodsell, Second Chorister; D. K. Huntington, First Organist; William Moysey, Second Organist; Miss Mary B. Rush, Secretary and Treasurer. This organization embraced among its members a remarkably large number of singers of exceptional ability. Perhaps the most remarkable singer of them all was Hattie, the daughter of George Kelley. She left the island at the time of her marriage to Mr. Stewart Chisholm of Cleveland, Ohio. and resided in Cleveland where she sang for many years in the choir of the Second Baptist Church of Cleveland. This is the Church to which Mr. John D. Rockfeller belonged. Mrs. Chisholm had a soprano voice of such sweetness, power and range that some of the best musical authorities in Cleveland agreed that it was almost if not fully equal to that of the celebrated Adelini Pattie, who was acknowledged to be the most wonderful singer of her day in the world.

Anna Quinn (Mrs. Chalmers) had a voice of wonderful beauty. She was a musician of great talent and taught both vocal and instrumental (piano) music in many cities.

Miss Emma Burger was a pianist of rare skill whose accompaniments were preferred to all others by Mr. Henry Kelley.

Mr. Henry C. Kelley, a brother of Mrs. Chisholm was as great an artist on the violin as she was a singer. Only his extreme modesty prevented him from becoming famous. He was the organizer in 1874 of the Kelley's Island Quadrille Band, an organization that furnished music for the island entertainments for many years. Its original members were: Henry C. Kelley, First Violin; Will Harvey, Second Violin; John Moysey, Flute; Ed. Ward, Cornet; G. A. Kelley, Base Vial. G. A. Kelley was a brother of Mr. Henry C. Kelley. Another brother, Charles Kelley sang beautifully and their sister Laura, Mrs. Elbert Hamilton, was a brilliant pianist. These are the children of George W. Kelley, a son of Irad.

The Quadrille Band was the pioneer organization of its kind and others joined it from time to time. Hugh Cattanach, Cornet; Otto Dodge, Clarinet; Charles Seeholzer, Jr., Violin. The latter succeeding Mr. Will Harvey.

Mr. Seeholzer was a musician of high order who, in addition to playing the violin, sang delightfully and played the organ at St. Michael's Church.

There were many other musicians on the island and in time a brass band was organized and Professor Reisinger of Sandusky was employed to give it instructions once a week.

A second brass band was formed by Simon Huntington, a son of Erastus Huntington and a little later, Frank and Henry Reidy and Fred Elfers organized what was known as the Little German Band.

Erastus Huntington possessed a fair singing voice and was a musician of ability. He played the organ for the Congregational Church for many years.

In 1924, a new band was organized by Mr. Arnold Elfers, son of Fred Elfers. Under Mr. Elfers' able leadership and direction, this band has made remarkable progress and did much to make the 1925 Memorial Day exercises a success by the rendition of a large number of pieces appropriate to the occasion.

Thus it will be seen that the island was and is rich in musical talent.

But we have not completed our task. There are still others who are deserving of more than passing mention.

William Moysey another island boy besides being an organist possessed a tenor voice of remarkable quality. He was a musician of high order and gave instrumental as well as vocal lessons to many of the island boys and girls.

Miss Mary Rush was a singer of great ability and had a voice of wonderful power and sweetness.

Mr. Frank Woodford, son of Jessie E. Woodford of Kelley's Island, has two daughters whose voices are of such splendid quality that they are selected to sing for the Radio Studios of Cleveland and Pittsburgh. From time to time the whole world has heard by radio, the voices of Bessie, Mrs. E. L. Walker of Lakewood, Cleveland, Ohio, and Cathryne, Mrs. R. D. Wible of Pittsburgh, Pa.

And last but not least among the musicians is Professor Karl Gehrkens of Oberlin Musical Conservatory, an organist, and his daughter a violinist who also is heard over the radio from time to time.

Edward Gehrkens, a brother of Professor Gehrkens has very recently achieved fame by his inventions in the electrical field.

Three island boys have found employment and have risen to high positions with the General Electric Corporation. They are Edward Gehrkens, John Upp and Ernest Holbrook. The latter was accidentally killed a few years ago at the Niagara River plant of the Company.

John Himmelein an island boy, moved to Sandusky where he was eventually elected President of the City Commission.

Herman A. Kelley, son of A. S. Kelley was a prominent admiralty lawyer of Cleveland, Ohio. He was a graduate of Buchtel College and Harvard Law School. He took post graduate work at Goettingen University, Germany. He was admitted to the Bar at Cleveland in 1883.

He was a director of the Kelley Art Museum of Cleveland and a trustee of the Horace Kelley Art bequest.

He died in Cleveland, O., February 2, 1925, aged 65 years.

Mr. W. D. Kelley II, son of W. D. Kelley is an engineer who has been engaged on some of the most notable engineering projects ever undertaken. He was one of the engineers engaged in the construction of the acqueduct that conveys water to New York City from the Ashoken reservoir at the foot of the Catskill Mountains.

He was for eight years at the head of the surveying party of seventy men that ran the line of the Inter-continental railways in South America. His account or report of this great work was published in two large volumes by the United States Government and attracted the attention of the world. He as well as his brother Irving is a graduate of Cornell College.

Mr. Irving Kelley is an architect of note living in Chicago.

The island has also produced many sailors. Some have risen to the highest rank in the calling. They are as follows in alphabetical order:

Captain Alonzo Dwelle, Captain Frank Hamilton, Captain A. T. May, Captain O. E. Moore, Captain Ed. Ohlemacher, Captain C. H. Woodford.

The island has also sent five of its sons into the highest calling of all, the ministry. Rev. Douglas Kelley, Rev. M. K. Holbrook, Rev. A. M, Seeholzer, Rev. C. Schlesserman, Rev. Joseph Meyers.

The very fact that the inhabitants of Kelley's Island have been isolated has helped to develop them.

Every one was called upon to contribute some of his time and talent for the benefit of the Community with the result that a surprisingly large number of people have been found to possess unusual talent.

Musicians, artists, poets, editors, and actors have thus been developed.

Literature has always had a strong appeal for the Kelley"s islander and they have always been great readers. The general intelligence and erudition of the people of Kelley's Island has been remarkable. As has been said elsewhere, the island people for many years took a larger number of periodicals and newspapers than any other community of its size in the United States. It is safe to say therefore, in the whole world.

Lecturers have always found a hearty welcome and good financial returns when they visited the island.

CHAPTER 32

THE KEL-ISLE CIVIC CLUB

On July 27th, 1887 Kelley's Island became an incorporated village and its boundaries established to be the same as the township. The jurisdiction of its officers therefor extends from the International boundary line on the North to about half way to the mainland on the South, to the west, it joins the County Line of Ottawa and the town line of Put-in-Bay. The first election resulted in the honor of becoming the first mayor of Kelley's Island being given to Doctor George C. Fann, one of the Island physicians.

His successors are given in chronological order: Uri L. Ward, Henry Elfers, Edward Ward, Charles Seeholzer, John Coutcher, James Hamilton, Ed Ward. The latter has been mayor since 1913.

Within recent years a new spirit has entered into the people of Kelley's Island. New people have arrived there, new developments and improvements are taking place and much credit for this is due to the Kel-Isle Civic Club. Rev. J. E. Maerder, said in a letter regarding this organization as follows:

The present Civic Club is an outgrowth of a school entertainment given in Kelley's Hall late in November or early in December 1922. It was the sentiment of that gathering that something should be done to bring the people of the island closer together. A sort of "Get-to-gether" idea championed especially by one of the school board members, Mr. Ray Gorsuch. He induced the meeting to decide on having a committee appointed, a committee of leading citizens representing various interests; said committee consisted of: Rev. Father J. E. Maerder, Pastor of St. Michael's Catholic Church; Rev. Ernst Koehne, Pastor of Zion Evangelical Church; Frank J. Reinheimer, Postmaster; Albert G. Shy, Superintendent of Public Schools, Mrs. Jno. Hughes and Mrs. Stella Lange.

The committee met for its first session December 8th, 1922, at 8 P. M. at the home of Mr. Shy and drew up the constitution of the Civic Club in its present form. The Civic Club as such, had its first meeting January 30th, 1923, and adopted the Constitution. The Preamble states that the purpose of the Club is "to promote public spirit and prosperity by fostering public improvements and legitimate enterprises that enchance and enrich the Island."

Elected officers and directors as follows: (Who still in 1924 held office.)

President, Ray Gorsuch; Vice President, Hon. Ed. Ward; Secretary, Rev. J. E. Maerder; Treasurer, Rev. E. Koehne.

Board of Directors:

F. J. Reinheimer, Dr. Haas, Mrs. Ed. Ward, Jno. F. Bauman, Miss Catherine Duignan.

Motto: "Persist in Progress."

Charter Members are as follows:

Ray Gorsuch, Ed. Ward, Jno. J. Guerin, Rev. E. Koehne, Rev. J. E. Maerder, Frank J. Reinheimer, Albert G. Shy, Stella Lange, Laura L. Hughes, Jno H. Bauman, Henry Beatty Sr., Clarence H. Baumler, Mary B. Myers, Jennie A. Ward, Chas. Seeholzer, W. A. Trieschmann, Peter Kekelik, Andrew Mazur, George A. Becker, Roland E. Brown, Herbert Pringnitz, Ralph J. Dwelle, Bauman Bros., Dr. W. T. Sullivan, Chas. Erne, Fred Schardt, W. F. Becker, Christ Kurtz Jr. R. E. Martin, Wm. Weller, Herbert Bickley, Dan W. McGettigan, Jas. Selfe Hugo Seeholzer, Roland Erne, Miriam Reinheimer, Allyn R. Hobart, Chas. Stokes

Anna M. Reidy, C. A. Stribling, F. A. Williams, Phillip Rosswurm, F. F. Richards G. W. Richards, S. F. Fritsch and A. D. Wiese.

The objects at present that they are working for are as follows:
Air Service for carrying mail and passengers during the winter months at least. A winter steamboat service. Landscape gardening to beautify the island. Electric lighting and power for the island.

The Civic Club has made known the many attractions of the Island and has published and disseminated an interesting bulletin full of information for the seeker for a summer sojourneying place. The pamphlet was written by Mr. Arnold Elfers in very fine style. It is the source of some of the facts given in this history.

Perhaps no event in recent years is more significant than the purchase on June 7th, 1923 for park purposes, the lot at northeast corner of Division street and its dedication on Memorial Day, May 30th, 1924, with wonderfully impressive and beautiful ceremonies.

The property is historic. It is the site of the home of Datus Kelley, the Patriarch of the Island. There he lived for many years. There it was also that the famous Island House once stood. On its now consecrated soil, have stood many a famous man and woman from abroad who have visited the island during the years that have passed. Many a hundred happy event has taken place there. It is now a playground and a resting place where one may in summer sit under the shade of the great trees and while cooled by the breeze gaze across miles of blue water to the main land. Marblehead, Cedar Point, Lakeside and Sandusky, in the distance and watch the boats as they sail by on their way up and down the lake.

As has been said, it has been the custom for many years for those islanders that have moved away, to return to the island to join with those that have remained islanders in honoring their dear departed ones on Memorial Day.

The ceremonies have always been unusually impressive but none more so than those of May 30th, 1924. When hundreds of men, women and children gathered at Estes school house and marched to the sacred spot where lay their dead.

After a song entitled, "We're going down the valley one by one" beautifully rendered by the Island Choral Union, floral tributes were placed on soldiers' graves, followed by the Gettysburg Address admirably delivered by Richard Bauman, one of the Island school boys.

The Rev. Ernst Koehne then offered fervent prayer. The song, "Sleep Thy Last Sleep" by the Choral Union was very effectively sung and concluded the exercises at the cemetery.

The company then wended its way back to the South Shore of the Island and gathered on the grounds about to be dedicated for a park. "My Country 'Tis of Thee" was sung by all and then followed a most impressive and beautiful dedicatory ceremony conducted by Rev. Father Maerder. Mr. Ray Gorsuch then made the presentation speech and Mayor Ed. Ward on behalf of the Village accepted the gift.

After singing the "Star Spangled Banner," the Rev. Koehne made an eloquent Memorial Day address.

This event is an epoch in the Island's History and marks the beginning of new developments in material and social progress in the Island.

In the past, flowers have been strewn upon the waters of the lake by the school children, who marched from the cemetery to the steamboat dock and honored the naval heroes by this beautiful tribute.

On this occasion 1924, the flowers were cast from the deck of the steamer "Chippewa" which had earlier in the day, taken a party of islanders to Pelee Island. On her return, the "Chippewa" was stopped by her captain at the international boundary line. A beautiful ceremony took place there, and flowers were thrown on the broad bosom of Lake Erie and left floating on the waters. Eventually to

sink and perhaps to find the resting place of some one who had found his grave in the quiet depths beneath.

An interesting anecdote was related to the writer by Mrs. Titus Hamilton, a niece of Mrs. Emeline Kelley Huntington who began the practice of Memorial Day observance long before it was observed by the other islanders. Mrs. Huntington prepared a wreath which she hung upon her arm and with flowers in her hand she started from her home and marched down to Division street past many a curious observer at the store on the corner, and then marched with her head proudly held erect, to the cemetery.

Her only companion on the first occasion, was her niece Freddie Kelley (now Mrs. Titus Huntington). Mrs. Huntington marched up Division street to the cemetery where she decorated the soldiers' graves, and then marched about the cemetery singing the once popular tune known as "John Brown's Body." A year or two later, she was joined by Mr. George P. Bristol in observing the Day. In subsequent years a few others joined them. When Mr. Bristol became president of the Board of Education, he succeeded in enlisting the school children and the teachers in the ceremony. Since that time, the Day has become one of the great days of the year.

Besides the Civil War Veterans buried there, there are also those who served in the Spanish War and in the World War.

Two island boys sleep in France but they are not forgotten. Their names are always mentioned in the services and wreaths are hung on the crosses that have been set in the cemetery to commemorate their deaths. They are Charles Fedderson and Max Schnitker.

CONCLUSION

We have recorded in the preceding pages a great many events; most of which have occurred since 1824, the year that Mrs. Sabra Hamilton was born. She was still living on Kelley's Island in 1925. She arrived there with her father John Titus and his family in 1839. She was then fifteen years old. She celebrated the one hundredth anniversary of her birth on October 29th, 1924.

Her brother Jared is also living. He is ninety-nine years old in 1925. He is living now in Cleveland, Ohio, with his grandchildren.

She has seen the development not only of Kelley's Island but of the United States of America from its modest beginning to its present supremacy.

APPENDIX

OFFICIAL ROSTER OF COMPANY K, O. V. I., 100 DAY SERVICE

(Copy Supplied by W. D. Kelley II.)

	Name	Age	Date of entering Service	Rank
K	William S. Webb	40	May 2, 1864	Captain
K	George P. Bristol	25	May 2, 1864	1st Lieutenant
K	Henry Lang	34	May 2, 1864	2nd Lieutenant
K	Erastus Huntington	25	May 2, 1864	Sergeant
K	Michael Hughes	26	May 2, 1864	Sergeant
K	Hamilton Hays	29	May 2, 1864	Sergeant
K	Jacob Vogt*	33	May 2, 1864	Sergeant
K	James Titus	32	May 2, 1864	Sergeant
K	Martin K. Holbrook	29	May 2, 1864	Corporal
K	Christian Sternberger*	27	May 2, 1864	Corporal
K	Homer H. Woodford	25	May 2, 1864	Corporal
K	Henry Ohlmacher	36	May 2, 1864	Corporal
K	Bernard McGettigan, Jr.	29	May 2, 1864	Corporal
K	Lester Carpenter	18	May 2, 1864	Corporal
K	Jacob Beatty	19	May 2, 1864	Corporal
	Died 9/7/'64 at K. I.			
K	William D. Kelley	36	May 2, 1864	Corporal
	Abraham Gitsky	17	May 31, 1864	Musician
	George L. Gore	15	May 31, 1864	Musician
	Matheny Andrews	4	May 31, 1864	Private
	George C. Babcock	30	May 31, 1864	Private
K	William L. Baker	21	May 2, 1864	Private
	Frederick Berthalf	28	May 31, 1864	Private
	Andrew Biddle	27	May 31, 1864	Private
K	George Boakerman	26	May 2, 1864	Private
K	Samuel Bowman	28	May 2, 1864	Private
	George Brailey	—	May 31, 1864	Private
	Never reported to Company.			
K	Hugh Catanaugh	29	May 2, 1864	Private
K	Daniel W. Chapin	24	May 2, 1864	Private
K	Martin L. Chapin	27	May 2, 1864	Private
	John E. Cahb	32	May 2, 1864	Private
K	Jerry Dean	32	May 2, 1864	Private
K	Oscar Dean	36	May 2, 1864	Private
K	Jared T. Dwelle	20	May 2, 1864	Private
K	Alonzo W. Dwelle	18	May 2, 1864	Private
K	Andrew J. Eldred	30	May 2, 1864	Private
	Died 7/12/'64 at Point of Rocks Hospital.			
K	James Estes	19	May 2, 1864	Private
	Jacob Everett*	28	May 31, 1864	Private
K	Frederick Gherkins	30	May 2, 1864	Private
	Ernest Greiner	34	May 31, 1864	Private
	John Hammond	33	May 31, 1864	Private
	Frederick Hamp	43	May 31, 1864	Private

K	Titus Hamilton	19	May 2, 1864	Private
	Samuel Hay	18	May 31, 1864	Private
	Chauncy M. Hubbard	43	May 31, 1864	Private
K	Daniel K. Huntington	19	May 2, 1864	Private
K	Rudolf Inker*	34	May 2, 1864	Private
K	Stephen Kappas	34	May 2, 1864	Private
K	Charles Kelley	35	May 2, 1864	Private
K	Franklin Kelley	33	May 2, 1864	Private
K	Francis M. Kelley	19	May 2, 1864	Private
	Jared H. Kellogg	36	May 31, 1864	Private
K	Harmon Koster	33	May 2, 1864	Private
	Ransom Ledyard	19	May 31, 1864	Private
K	Morris Lincoln	23	May 2, 1864	Private
K	James McGettigan	29	May 2, 1864	Private
	Martin Lonergan	19	May 31, 1864	Private
K	Edward McGettigan	19	May 2, 1864	Private
K	John McLane	40	May 2, 1864	Private
K	John W. Martin	21	May 2, 1864	Private
	Conrad Marquard	17	May 31, 1864	Private
K	Joseph Meier	24	May 2, 1864	Private
	William B. Miley	19	May 31, 1864	Private
K	Charles S. Mitchell	25	May 2, 1864	Private
	Moses R. Nason	34	May 31, 1864	Private
	Russell F. Paschal	36	May 31, 1864	Private
	Casper Peel	42	May 2, 1864	Private
K	Edward W. Robinson	41	May 2, 1864	Private
K	Adam Schardt	34	May 2, 1864	Private
	James H. Taylor	18	May 31, 1864	Private
K	Oscar Titus	38	May 2, 1864	Private
K	Joseph Vogt*	34	May 2, 1864	Private
K	George R. Wait	19	May 2, 1864	Private
	George W. Warren	19	May 31, 1864	Private
K	Uri L. Ward	19	May 2, 1864	Private
	Christian Waters	28	May 31, 1864	Private
K	James Watkins	44	May 31, 1864	Private
	Never reported to Company.			
K	Charles B. Wells	37	May 31, 1864	Private
	Discharged a/c disability surgeon's certificate.			
	David White	46	May 31, 1864	Private
K	John E. Wing	26	May 2, 1864	Private
	William H. Wood	27	May 31, 1864	Private
K	Henry Worden	18	May 2, 1864	Private
K	Oliver D. Worden	44	May 2, 1864	Private

Notes by W. D. Kelley II.

Christian Stemberger should be Sternberger.
*Rudolf Inker should be Yucker pronounced Yuker.
*Jacob Vogt, the sergeant was called Jacob Vogt 1st. Jacob Vogt, the private was called the 2nd; he was a "fifer."
Henry Worden was a son of Oliver D. Worden.
*Hugh Catanaugh was never off the Island; Dave Morris was his substitute and always answered Catanaugh's name on roll call.
Franklin Kelley never left the island, and is supposed to have had a substitute, but is not known.

All those marked "K" from Kelley's Island; a few are in doubt.
William Baker should have been William Becker.
Notes by Norman E. Hills:
*Hugh Catanaugh should be Hugh Cattanach, pronounced Cat-a-naw.
*Jacob Vogt 2nd was entered as "fifer" in the original enlistment list.
Norman Kelley was known to have been a member of the company, yet his name is missing. He perhaps substituted for Franklin Kelley and answered to his name.
Samuel Bowman should have read Samuel Bauman.
*Jacob Everette, may have been an Island boy, there was a David Everette on the Island in 1849.

SPANISH WAR VETERANS OF KELLY'S ISLAND

William C. Upp, Edwin L. Upp, Thomas Keating, William Blatt, Andrew Boker and Frederick Hess.

WORLD WAR VETERANS OF KELLY'S ISLAND

OFFICERS

Ensign Alfred Moysey
Lieutenant Frank Nowak
Lieutenant Jerome Ditchy
*Lieutenant Clair Ditchy

NON-COMMISSIONED OFFICERS

William Becker, Robert Hamilton, Stuart Ward, Charles Himmelein, Jesse F. Lang, Elko Sennish, William Moross.

HONOR ROLL

Max A. Schnittker, Killed in Action, Buried in France
Carl F. Fedderson, Killed at the Meuse, Buried in France

PRIVATES

Joe Andrysco
John S. Bauman
Clarence Baumler
Leslie K. Beatty
Carl H. Brennan
Clyde C. Brown
David Brown
Sherman Brown
Douglas Carpenter
Kelley Carpenter
Henry Cycoly
*Jay Ditchy
John Foley
Frank Hamilton
Howard Hamilton
John Himmelein
Peter Hlyoock
Eastland Kelley
Carl J. Lange
Millard Lange
Orville H. Lange
Robert Moysey
William T. Moross
Patrick H. Murphy
Joseph Nowak
Charles Quinn
Harry C. Quinn
Harry F. Ranft
John C. Ranft
John C. Reidy
Karl Schlumbohm

Charles F. Schnittker
Alfred Schoewe
Hugo Seeholzer
Adolph M. Seeholzer
John Sennish
Carl W. Shardt
Orval J. Smith
Peter Walland

*It will be interesting to know that of the above list, Mr. Jay Ditchy was attached to General Pershing's Headquarters as an interpreter, owing to his knowledge of languages. His brother, Lieutenant Clair Ditchy, was detailed to teach English to the French officers.

Both of these men are highly educated linguists.

Some of the men listed above as privates, served in the Merchant Marine and in the U. S. Government transport service, and were not regularly enlisted men in the navy.

Most of the Island boys saw active service overseas, and two lost their lives at the front. Others were wounded or gassed.